VOL. CCXXVII, No. 2953
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NOVEMBER 3, 1956

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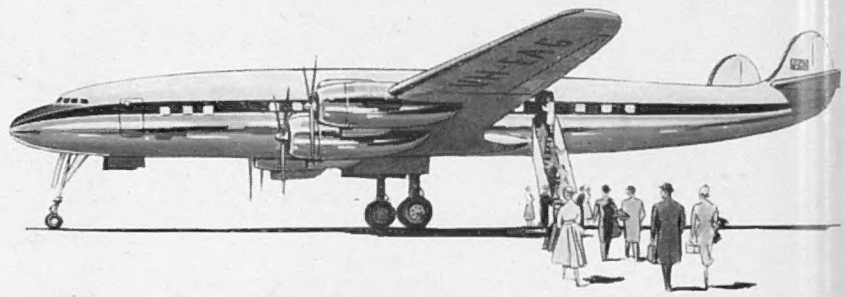

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Volume CCXXVII No. 2953

The SPHERE, London, November 3, 1956

The SPHERE

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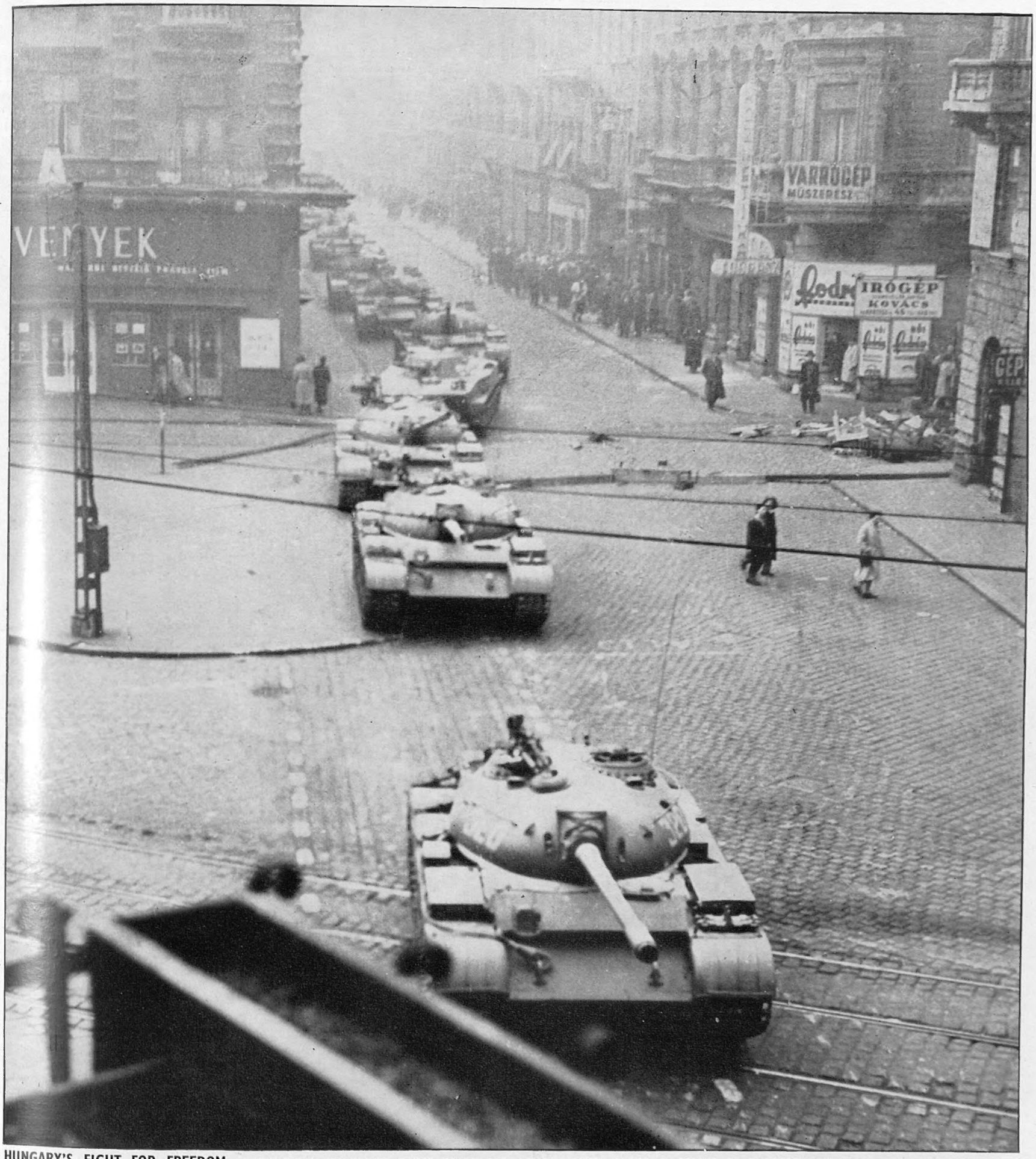

HUNGARY'S FIGHT FOR FREEDOM—A SQUADRON OF SOVIET TANKS READY FOR ACTION MOVES ALONG A STREET IN BUDAPEST: People pass by on the road and pavements and at the right-hand crossing is a pile of debris from the days of bitter and bloody fighting. In the fierce clashes in many parts of Hungary, the death-role was reported to run into hundreds and it was believed the wounded would be numbered in thousands. But at the beginning of this week the Hungarian Prime Minister announced that Soviet troops would leave the country and it seemed that the Hungarian fighters for freedom might have achieved their objects.

The last two weeks have seen what may turn out to have been the most momentous days since the end of the war. First Poland and then Hungary rose with all the fury of suppressed nationalism against the domination of the Soviet Union. In Poland, under Gomulka, the rejection of the control of local Communism by the Kremlin was carried out comparatively smoothly. In Hungary the path to change has been one of tragic bloodshed. Events started with unarmed demonstrations by students in Budapest. Soon, however, they were transformed into a widespread popular revolt in which the Hungarian Army took a share. Soviet troops intervened. Tanks and rifles of the Red Army and of the Hungarian State Secret Police mowed down crowds in which were women and children. Meanwhile, Mr. Nagy, the formerly disgraced Communist leader, had returned to power as Prime Minister. By Monday he had promised that most of the demands of the national committees heading the uprising would be met. But whether the Soviet Union would allow him to carry out this undertaking remained to be seen. (Further pictures from Hungary and Poland on pp. 186 to 189.)

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The SPHERE with which is incorporated THE GRAPHIC

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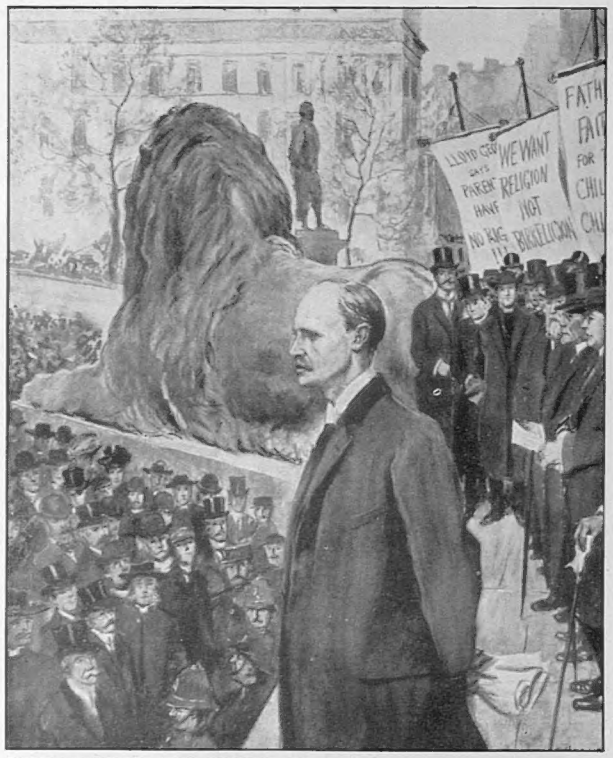
FROM "THE SPHERE" OF 50 YEARS AGO



PEERS DISPUTE THE EDUCATION BILL IN TRAFALGAR SQUARE: Lord Hugh Cecil was among speakers attacking Lloyd George's Education Bill in Trafalgar Square, as is shown by this drawing which appeared in "The Sphere" on November 3, 1906. The demonstration was held while the Bill was before the Lords, and the "platform" included the Earl of Shaftesbury and Viscount Halifax. Lord Hugh Cecil, as THE SPHERE recorded, "spoke with his customary eloquence and fervour, but unhappily his voice was not strong enough to carry." A resolution condemning the Bill was "carried unanimously."

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least 8 ins. by 6 ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from 750 words to 2,000 words.*

A London Newsletter

195-198, STRAND, W.C.2.

Liberalism in Poland.—When any chance of securing a little more freedom and liberalism seems to offer in Europe, Poland is everybody's nap as pioneer. Her history is one long struggle to be free, usually against fearful odds and accompanied by valour and suffering of peak proportions. Her geographical and strategic positions have always made her a Naboth's vineyard to her powerful neighbours, and too often prevented her from breaking free of her chains. And always the liberal democracies have prayed for her success and offered promises of help which they could seldom fulfil. But Poland has never abandoned her aspirations—that freedom which the name of Poland instantly suggests. The circumstances of her latest bid to secure some measure of freedom differ from most of her former efforts. This time, as I understand it, it is not a national movement for freedom to choose the kind of political system she may prefer, but to secure a liberalising of the Communist ideology to which she is still committed by majority will. And this time the powerful neighbour which tyrannises over her is herself committed to a measure of liberalisation, but not to the extent of relaxing an overriding domination of her satellites. This time, also, the last resort of those who fight for freedom has become almost a relic of history and the "bad old days." No Western nation sympathising with her dares to offer her military aid in any form but money. (Not that earlier promises of military aid ever amounted to much in practice.) Already the Western Powers are promising economic assistance and proffering sympathy. But this time Poland (who usually acts alone and has learned too well to discount promises of aid) must obviously play a lone hand. She must fight constitutionally and with more than ordinary patience, to convince her powerful neighbour, who is already half-converted, that Communism can only work and hold together if a greater measure of liberalism and freedom of thought and action are accorded to the peoples and to the nations who subscribe still to its broad principles.

And Next, Hungary.—On the heels of the news from Poland came a far more historic and far more bloody uprising for liberty in Hungary. What began as a peaceful demonstration was turned by the guns of the Soviet forces into a large-scale civil war in which the bulk of the population participated. The situations in Poland and Hungary had found the leaders of the Kremlin unprepared. They had not worked out their policy as to how the end of Stalinism would affect their relations with their satellites. The Polish and Hungarian revolts have caused them to speed up their thinking in this respect. But the course of events in Poland and in Hungary was by no means similar. The majority of Poles showed no signs of wishing to overthrow Communism. What they wanted was to force reforms which liberalised the Government of Poland. The Kremlin policy had either to be the velvet glove or the iron hand. In so far as the movement in Poland was not against ideology but against the Government in power, the velvet glove appeared the shrewder policy. As regards Hungary, however, a movement which may have started on similar lines to that in Poland was transformed by the shooting down of unarmed crowds into a national movement for liberation from Communism and the Russians. If the news can be relied upon at the time of writing, it would seem that the policy of the velvet glove has been chosen by the Kremlin for Hungary also. For Mr. Nagy has already promised reforms beyond the dreams of the people. There are reports that the Soviet troops have withdrawn from the capital, and even guarantees that the Red Army will be withdrawn from Hungarian soil. Whatever reliance may be placed on this news and whatever action is taken in the future, we can confidently say that never again will the two countries, Poland and Hungary, remain the satellites of Russia which they have been in the last ten years or more.

MILLER WATT'S COVER DESIGN FOR "THE SPHERE" CHRISTMAS NUMBER, 1956—THE IDEAL SMALL CHRISTMAS GIFT: For four shillings—little more than the cost of an expensive Christmas card—you can send this large and colourful number with contributions by leading artists of to-day and yesterday, articles by Elizabeth Coxhead, W. Macqueen-Pope, and others, and a short story by Dorothy Black. Montague Dawson has painted five magnificent sea-scapes to illustrate a tea clipper returning from the East for Christmas. Other colour pages include "A New Year Morning in a Chelsea Studio," by Sir Alfred Munnings, K.C.V.O., P.P.R.A.; Geoffrey Fletcher's re-creations of scenes at Old St. Paul's; Berkeley Sutcliffe's amusing evocation of a Cat Kingdom; An Edwardian Christmas, by T. R. Freeman, and many other Christmas subjects.

Copies of THE SPHERE *Christmas Number, which will be published on November 9, may be ordered now from your newsagent or at any bookstall, price 4s.; or from the Publishers, Ingram House, 195-198, Strand, London, W.C.2, who will send an attractive greetings card giving your name as the donor. Postage extra, inland 6d., overseas 3½d.*

Presidential Election.—In 1952 my duty compelled me to make frequent references to the progress of the U.S. Presidential Election. It rocked America and was big news in England. This time, for a wonder, the Americans themselves take it calmly; they seem almost bored with it, and Britons' interest in the result is centred solely on the end of a campaign which has been a great nuisance to us in our Suez troubles. It has made Mr. Dulles so embarrassingly a weather-vane. The truth is that the feverish issues of 1952 have passed away. MacCarthyism and even the Communist menace are as *vieux jeu* as Korea, and both Ike and Stevenson (long familiar figures) have found it hard to find new methods of appeal or a way to make their opponents' flesh creep. The reason for the apathy, so rare in American election history, is that both candidates see eye to eye on most vital issues and the vast electorate is unlikely to be a penny the worse or better, whatever the result. Even Mr. Stevenson's effort to raise the temperature over the hydrogen bomb test issue seemed to be a damp squib. At any rate, it failed at first to stir Mr. Eisenhower to take it seriously, and the general impression in America is that the notion needed more thinking out than Mr. Stevenson gave it. For my part, I shall be glad when the new President is chosen. For during the last weeks of a Presidential Election America internationally is an ivory tower.

New Ministers.—The Government pack has been shuffled for the coming new Session and dear Lord Hailsham has already begun to find his tongue and express the Navy's needs. Sir Walter Monckton has always had a good Press and by common consent deserves his rest after four arduous years as Minister of Labour and one, less advertised, as Minister of Defence. He will remain in the Cabinet to lend his wise counsel as Paymaster-General. He was not perhaps well cast for the role of Defence Minister, which demanded drastic methods with the Service Chiefs. Mr. Head

takes his place as Minister of Defence, and his critics, who once were violent, will note that the Premier has chosen him as a man likely to hold the new post as long as circumstances require. In short, the Premier has not been among his critics as a War Minister. Mr. John Hare, the third son of the 4th Earl of Listowel's clever family, who served in North Africa and Italy, takes his place on the proved success of his conduct of Colonial Affairs. Mr. John Maclay takes over Colonial Affairs. Ill-health forced him to resign the Ministry of Transport in 1952. He is a National-Liberal and Chairman of that group, and popular with all groups. The average age of the new men (Monckton apart) is about forty-eight. Messrs. Head and Hare are old Etonians, Mr. Maclay was at Winchester. The reshuffle increases the size of the Cabinet by one (the new Defence Minister), since Sir Walter retains his place in it with his ornamental office. The reshuffle is said to strengthen the Cabinet and Government, and to be a proof that youth, energy and talent are not lacking in the party, and that emergency reserves are by no means exhausted.

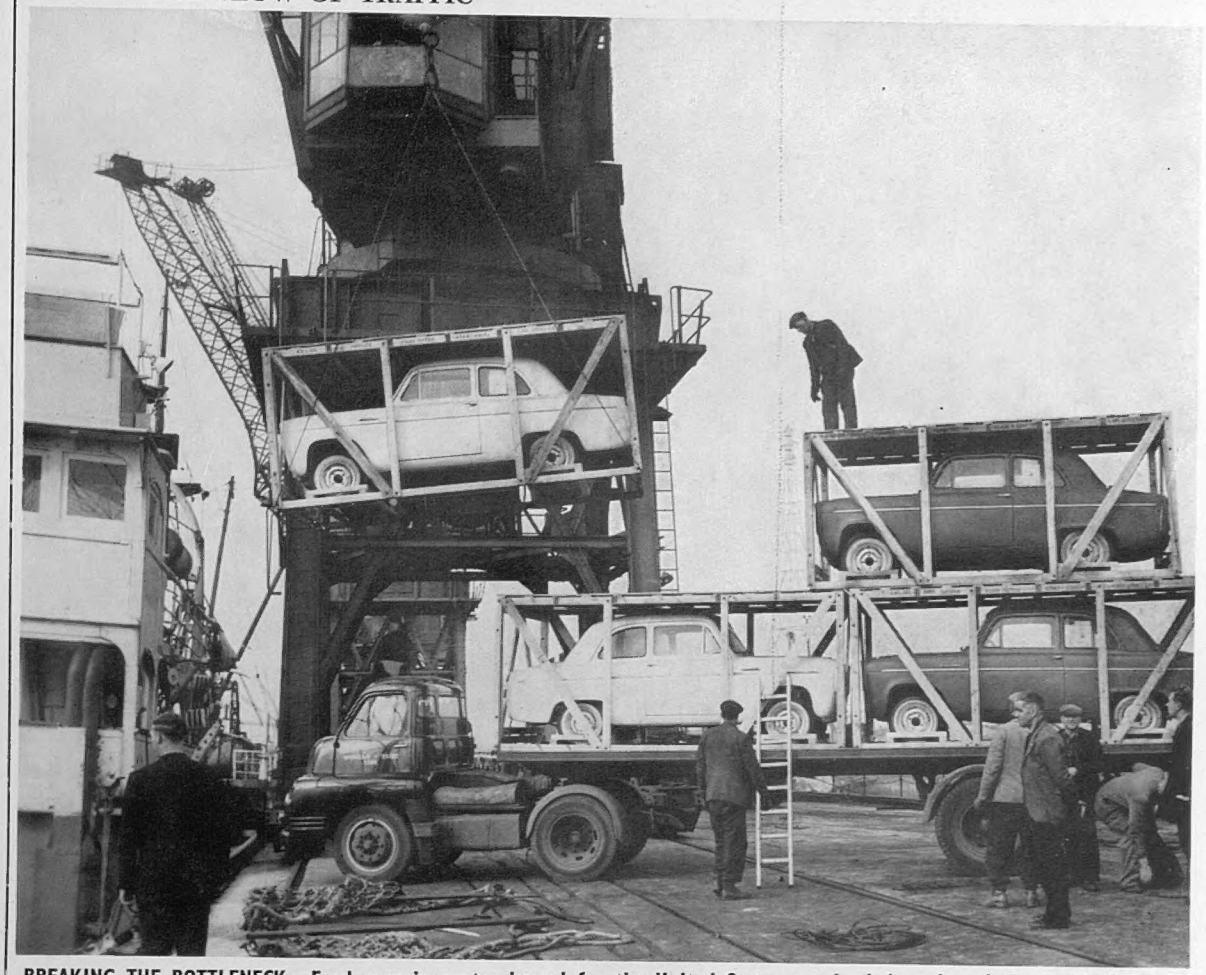
Here, There and Everywhere.—The Ministers whom I chance to see in my club or in the streets look pretty jaded. I am not surprised. I have seen the Premier only in photographs or on the screen. He looks fine. His colleagues say he is at the top of his form. How long can he remain so? He is here, there and everywhere. The summer session of Parliament was gruelling enough, but from the bursting of the Suez crisis he has, I believe, enjoyed but two days of rest in the country. Even his week-ends have been full working days. He has been spared none of the Premier's routine or conventional duties (such as a one-night's stay at Balmoral) amid his non-stop preoccupations with vital matters. He spent much energy over the Party Conference. And lately, after a suddenly repeated visit to Paris, he hurried back to open the Motor Show. And now he is meeting Parliament again. Common sense suggests that a Premier cannot be here, there and everywhere. Sir Anthony's case history does not suggest that he is an exception. We insist nowadays on increasing the strain of important functions which only the Sovereign can adequately discharge. But our Queen is young and is never debarred from long holidays and real privacy. The Premier is no longer young and no more tough and robust than the average. I can't pinpoint a free week, let alone three weeks, between now and Christmas when he can take his postponed holiday. If he goes on as he is going now, I confidently expect that Nature will take retribution for his *hubris*. That will be a great pity. "Needs must when the devil drives" is a short-term and short-sighted policy.

Hospital of St. John and St. Elizabeth.—For 100 years the Hospital of St. John and St. Elizabeth in St. John's Wood, close to Lord's, has done magnificent work in caring for the sick poor. It has always been supported *entirely by voluntary contributions*. It is so still, and many will be surprised to learn that fact. The Welfare State is not all-embracing by any means and sometimes tends to dry up the generosity of those who assume that it is. The hospital to-day is in serious need of money, if its splendid work is to continue with modern equipment. It needs at least £250,000. It is trying hard to get this sum in its centenary year. To that end, Christie's have offered their rooms for a sale of works of art on *Tuesday, November 6, at 9 p.m.*—an after-dinner hour favourable for generous bidding. The lots have all been given by well-wishers—from the Pope downwards—and many firms, experts and art dealers have given free services. There are many valuable and interesting things for sale in furniture, plate, ceramics, pictures and sculpture, and the catalogue indicates a very important dispersal, even on Christie's standards. It is a chance which well-wishers of the hospital will not miss. The date November 6, the hour 9 p.m., the venue Christie's Great Rooms, King Street, St. James's, the cause the best possible.

Good-bye to All That.—One of the last thrills of Princess Margaret's successful, if exhausting, tour of duty and holiday was the taking of close-up photographs in Kenya's National Reserve of lions and elephants in "a state of nature." Friends of mine who know about these matters, and are deeply concerned with the swift extermination of wild creatures in Africa, would deny that any nature reserve in Africa to-day is likely to preserve the various species, and certainly does not preserve those found in it in a "state of nature." Big game have always been "rovers"; they move hundreds of miles in search of water and fresh feed. It is of no use to create for them artificially permanent water supplies, for the feed round such reservoirs soon becomes contaminated. The Governor of Kenya has found that to be true. The real cause of extinction is the poaching which nothing and no one seems able to check. The bodies of elephants and other game can be found rotting in batches of twenty in many localities, ruthlessly slaughtered for gain or left to die in agony. And nothing is done about it. So one day, Princess Margaret's photographs may have a sentimental value as illustrations of "prehistoric" beasts.

THE OLD STAGER

EASING THE FLOW OF TRAFFIC



BREAKING THE BOTTLENECK: Ford cars in crates bound for the United States are loaded on board the Dutch freighter *Amstelslot* at Dagenham. Several British motor manufacturers, including the Rootes Group, have found that lack of shipping space has jeopardised their deliveries to foreign markets. The Ford Motor Company and the British Motor Corporation have joined forces to make special chartering arrangements with ships of all nationalities.

On left—

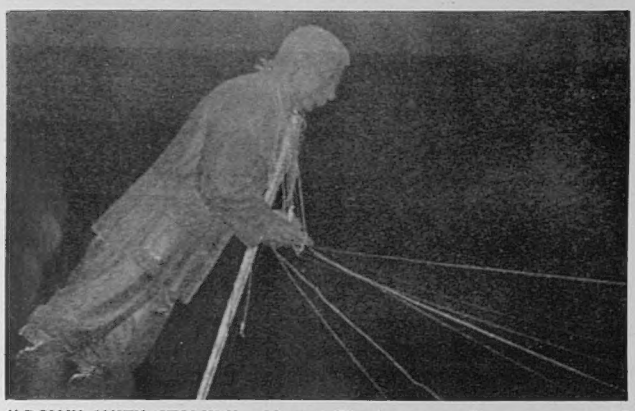
DEMOLITIONS BEGIN AT NOTTING HILL GATE: One of the most notorious traffic bottlenecks in London is at Notting Hill Gate, near this district's two Underground railway stations, which stand facing one another across a very narrow and always congested stretch of roadway. Ever since 1912, plans for relieving the bottleneck by widening the road have been under discussion. Now, demolition of some buildings on the site has begun. Already, a chemist's, a restaurant and a public house have been knocked down, and the two stations will share their fate. A single station is to be built to replace them.

PART OF THE CROMWELL ROAD EXTENSION IS OPENED IN LONDON: This roundabout is at the Hammersmith Bridge Road end of the section of the Cromwell Road Extension which was recently opened to traffic. Part of the section, which is about a mile long, is in the background. It has two carriageways, each with three lanes.

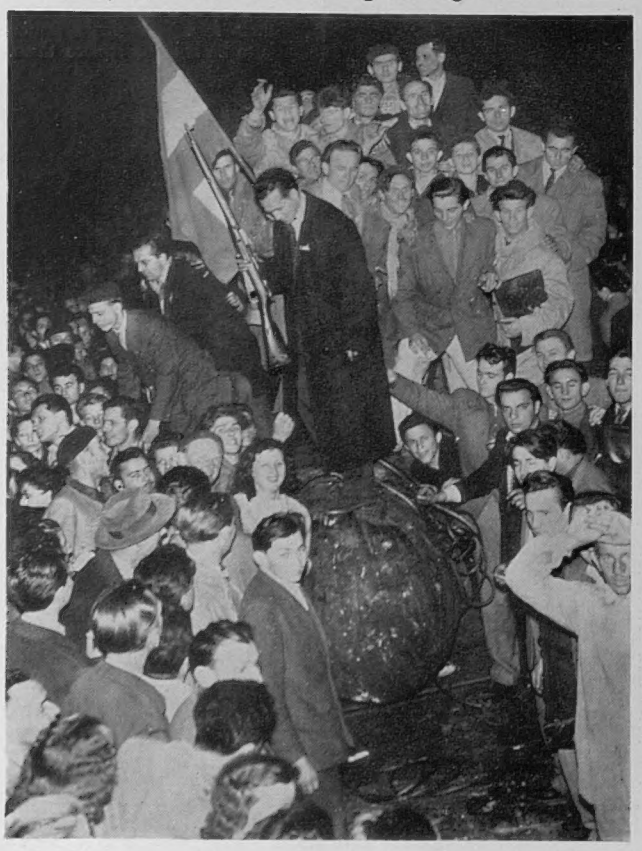
RED ARMY VEHICLES IN FLAMES IN BUDAPEST: A Soviet self-propelled gun has been set on fire in the foreground and smoke rises from another Russian vehicle beyond. Passers-by show indifference, for the gun had probably shot down fellow-citizens.

BATTLE AND BLOODSHED IN HUNGARY

By the beginning of the week, the situation in Hungary still required clarification. Of the popular feeling there could be little doubt. Many had given their lives in what they believed to be the cause of national freedom. Whether that concept of freedom meant national Communism on the lines of Titoism or Gomulka's Poland, or whether it went further and implied anti-Communism remained to be seen. One of the big question marks was the position of Imre Nagy, the Prime Minister. Some sources alleged that he had called in, or at any rate tolerated, the actions of the Russian troops which led to massacres. Others declared that he had been forced by the Soviets to appeal to the insurgents to lay down their arms. But one point was certain. The relations between Budapest and Moscow must now enter a new phase.



"DOWN WITH STALIN": *Above*—The immense bronze statue of the Russian dictator cracks at the knees as the ropes secured to it are pulled by demonstrators in Budapest. *Below*—The bronze, surrounded by a cheering crowd, is literally trampled underfoot and the Hungarian flag is raised above it.



A BATTLE-SCARRED STREET: A dense crowd, headed by Hungarian national flags, marches down the Lenin Ring in Budapest. The paving-stones have been torn up in the fierce conflicts in the capital between the Red Army, who were supported by the Hungarian State Secret Police, and the populace fighting for freedom.

THE BARRICADES ARE DOWN: The populace of the Hungarian capital streams over the tramlines which had been pulled up to form a barricade and have now been torn down. In the fighting the casualties were heavy and the damage to property was widespread but the popular cause seemed to have triumphed.

REINFORCEMENTS FOR THE FORCES OF LIBERTY: A tractor draws a trailer with men waving the National flag towards Magyarovar, on the north-west border of Hungary, where there was a massacre of civilians by Hungarian Secret Police.

A CALL FOR MEDICAL SUPPLIES: A lorry flying a Red Cross flag and manned by Popular Forces arrives at a frontier station on the Hungarian-Austrian border. The need for medical supplies after the countrywide blood-bath was very urgent.

THE LEADER ON WHOM THE NATION PINS ITS HOPES: A demonstrator stands on the plinth of a statue in Budapest to hold up a portrait of Imre Nagy, the rehabilitated Communist leader who returned as Prime Minister at the start of the uprising and gave way to the popular demands.

WARSAW RETURNS TO NORMAL: The people of Warsaw go about their everyday tasks on the morning following the return to power of Wladyslaw Gomulka as First Secretary of the Communist Polish United Workers' Party. Above their heads a banner reading "Let the friends of Poland help her to march the Polish way" serves as a reminder of the anti-Soviet demonstrations of the days before. A resolution passed by the eighth plenum of the party spoke of the "lack of unanimity and consistency" in the Politburo when faced with the problem of the new democratisation of communism.

AFTERMATH IN POLAND

Mr. Gomulka Promises Greater Liberalisation in the Country and Free Democratic Elections

APPLAUSE FOR THE "TITOIST" OF POLAND: Three miners from Silesia (on left) applaud Mr. Gomulka as he arrives at a mass rally. Behind him, without hat, is General Marian Spychalski, the new Deputy Minister of Defence, and beside him is Mr. Zawadzki, Chairman of the State Council.

DANZIG CHEERS THE NEW POLITBURO: One of the party secretaries, Wladyslaw Matwin, addresses a meeting of students in Danzig. Mr. Matwin was sent to Danzig to reassure the population at the time when Russian cruisers were in the harbour, and the threat of Soviet intervention was imminent.

A QUARTER OF A MILLION HEAR GOMULKA: Soldiers and police are among this huge crowd in fro of the Palace of Science and Culture waiting to hear Mr. Gomulka. Among the flags carri by the crowd can be distinguished that of Poland, which has two horizontal stripes, one red and one of white, and the banner of Hungary striped horizontally in white, green and re

WLADYSLAW GOMULKA SPEAKS AT A MASS RALLY: The newly-elected First Secretary of the United Workers' Party speaks to a huge crowd of upwards of 250,000 people gathered in the vast square in front of the lofty Palace of Science and Culture in the heart of Warsaw. On his right is Alexander Zawadzki, Chairman of the State Council. Mr. Gomulka told the mass rally that the Russian troops, who had moved to positions threatening the city at the start of the crisis, were returning to their original bases granted them under the Warsaw Pact. The Prime Minister, Mr. Cyrankiewicz, also spoke to the crowds.

On left—
THE FATEFUL MEETING OF THE CENTRAL COMMITTEE: Edward Ochab (centre, holding paper) stands beside Mr. Gomulka, his successor as First Secretary of the Party, as they receive worker and student delegations during the meeting of the Central Committee which elected Mr. Gomulka to power. Mr. Ochab, however, still retains his seat in the Politburo of the Party. It was at this meeting that Marshal Rokossovsky was ousted. On the new First Secretary's left are Joseph Cyrankiewicz and Alexander Zawadzki.

PRINCESS MARGARET RETURNS TO LONDON

Her Royal Highness is Welcomed Home by the Queen After her Tour of East Africa

FAREWELL TO AFRICA: Princess Margaret waves good-bye as she leaves Kisumu, in Kenya, to fly home to London at the end of her five-week tour of East Africa. Her last engagement in the colony was a vast meeting at a stadium on the shore of Lake Victoria, where she received the greetings of local Chiefs and saw an exhibition of tribal dancing. During her tour Princess Margaret travelled over 15,000 miles and visited Kenya, Mauritius, Zanzibar and Tanganyika, fulfilling a heavy programme of engagements. Prominent among these were her visits to the local barazas (or tribal gatherings).

THE QUEEN WELCOMES PRINCESS MARGARET AT LONDON AIRPORT: Her Majesty chats with her sister after leaving the B.O.A.C. Argonaut airliner *Ajax* which had brought the Princess from Entebbe.

A FAMILY WELCOME: The Queen, the Queen Mother, and Princess Margaret prepare to enter their cars after the welcoming ceremony. Standing behind the Princess is Mr. Alan Lennox-Boyd, Secretary of State for the Colonies; on the right is Sir John D'Albiac (Airport Commandant).

A VISIT TO THE BOLSHOI BALLET IN LONDON: The Princess is welcomed by Lord Waverley, Chairman of the Royal Opera House, Covent Garden, as she arrives to attend the final performance of *Romeo and Juliet*.

THE PRINCESS TURNS TO TAKE A LAST LOOK AT THE DANCING: She is watching one of the performers as he stamps and twirls in the Kamba dance of farewell at Machakos. The dancers at the baraza decorated themselves with paint and hundreds of tiny coloured beads and cowrie shells.

A FAREWELL DANCE FOR PRINCESS MARGARET IN KENYA: Dancers of the Kamba tribe, who had earlier provided a spectacular welcome for the Princess, continue to dance as she drives away after attending a baraza (or tribal gathering) at Machachos, about 50 miles from Nairobi. The dancer in the foreground, who is still writhing to the rhythm of the drums, has a whistle in his mouth. The Kamba tribe, which is one of the loyal tribes in Kenya, totals about 611,000. For their welcome to the Princess at Machakos, they staged a thrilling pageant, which included massed dancing as well as scenes representing the life of the tribe. The Princess watched the pageant from a dais decorated with lion skins and elephant tusks. In a speech to the vast assembly she recalled the Kamba tribe's faithful service and said that they had constantly supported the maintenance of law and order "when they were threatened inside this country by violent and wicked men."

AFRICAN DANCES FOR PRINCESS MARGARET

Further Scenes of Spectacular Welcoming Ceremonies as the Royal Tour of East Africa Drew to a Close

MASSED DANCING BY THE KAMBA TRIBE AT MACHAKOS: While the man on the right waves a flag in welcome, other members of the tribe dance past the Princess, who is seated on the dais. Some of the men leap into the air while others turn somersaults. Their dancing was accompanied by the rhythm of drums. The visit to Machakos took place shortly after the Princess had suffered a slight gastric attack. An announcement by a Royal Tour official denied that the Princess was suffering from overstrain.

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MUSIC MAKERS AT MACHAKOS: While the men of the Kamba tribe provide the rhythm on the drums, the women blow blasts on their whistles.

On right—

AFRICAN GIRLS DANCE THE HORNPIPE: They are performing before Princess Margaret during the Royal visit to the girls' school at Machakos. After the welcome by song and dance, which included Scottish reels and English country dances, the Princess inspected a display of handicraft and other work by the children's and women's clubs.

Below—

AT THE ROYAL AGRICULTURAL SHOW IN NAIROBI: Masai tribesmen, in tribal dress and carrying spears, are taking part in the parade of cattle during the show, which was attended by the Princess. After watching the parade the Princess presented the prizes to the winners. She also made a tour of the showground.

SEEING HOW IT WORKS: African women, with giant collar-necklaces and huge ear-rings, watch with interest as a photographer describes the action of his camera at the Baraza held at Arusha, in Tanganyika.

PATTERNS IN BEADS: Some of the girl dancers, decorated with rows of ornate beads, rest during the Baraza. Some 250 dancers performed before the Princess at Machakos.

AFRICAN DANCES FOR PRINCESS MARGARET

ACROBATICS FOR THE PRINCESS: A member of the tribe somersaults in front of the Royal dais during the mass dancing. It was estimated that about 20,000 tribesmen assembled to greet the Princess at Machakos. Some of them had travelled many miles for the occasion. At the end of the proceedings at the Baraza the principal drummer was introduced to the Princess. She also met many Kamba chiefs during her visits to the township, and the house of the District Commissioner.

LEAPING FOR JOY: To the accompaniment of drumbeats the men jump and somersault as they take part in the dance. In the historical pageant the men and women, wearing appropriate costume, portrayed the old and new life of the tribe. In her speech the Princess said that she knew life was not always easy in Ukamba, where there were a constant fight against drought and an unceasing struggle to save the soil, and she spoke of the happy partnership between the people and the Government in development of the land.

HUNGARIANS IN BELGRADE: President Tito of Yugoslavia (left) stands with Mr. Ernö Gerö (centre) and Mr. Andras Hegedüs at a reception in the Hungarian Embassy in Belgrade. Mr. Gerö was the First Secretary of the Hungarian Communist Party and Mr. Hegedüs was the Hungarian Prime Minister when this picture was taken. Soon afterwards they were both displaced from office as a result of the rising in Budapest. They were in Belgrade for talks on Yugoslav-Hungarian co-operation.

TITO WELCOMES RUMANIANS: The Yugoslav President greets the Rumanian Communist Party leader, Mr. Georghiu-Dej (centre), and the Rumanian Prime Minister, Mr. Chivu Stoica, on their arrival by train at Belgrade. The conversations which followed between the Yugoslavs and the Rumanians were reported to have taken place in a "friendly and cordial" atmosphere. It was stated besides that measures were considered for the development of further co-operation between Yugoslavia and her neighbour, Rumania.

OUTSIDE MOSCOW

Visitors to Tito; Yugoslavs in Warsaw and Other News from Gomulka's Poland

The changes in the political direction of Poland and the ferment in Budapest coincided with considerable diplomatic activity by Marshal Tito. Last week leaders from both Hungary and Rumania visited Belgrade at the same time, although their conversations with the Yugoslav Government were held separately. The loss of office by the two Hungarian representatives after the Nagy insurrection does not seem to affect Tito's intention of closer co-operation with his Communist neighbours. Meanwhile a Yugoslav Parliamentary delegation had gone to Warsaw. Its leader, Mr. Stambolic, made a speech of greeting in the Seym (Polish Parliament). Great interest attached to the presence of Marshal Rokossovsky during this session. He was seen chatting amicably with other members of the Government, although he is regarded as the symbol of the hated Soviet domination of Poland, which Mr. Gomulka has challenged.

YUGOSLAV VISITORS IN WARSAW: Mr. Stambolic (extreme right), leader of the Yugoslav parliamentary delegation to Poland, sits next to Mr. Gomulka, the newly-elected First Secretary of the Polish Communist Party, at a reception in Warsaw. Mr. Zawadski, Chairman of the Council of State of Poland, is third from the left among other members of the Polish Politburo. The Yugoslavs attended a session of the Polish Seym (Parliament) and Mr. Stambolic addressed greetings to the members.

A CENTRAL FIGURE IN THE POLISH POLITICAL FERMENT: Marshal Rokossovsky, the Polish Minister of Defence (right), is with Mr. Stambolic, the Yugoslav Parliamentary delegation's leader (left), at a reception held for the Yugoslav visitors in the Polish capital. The Polish-born Soviet Marshal was ousted from the Polish Politburo in the sensational events which led to the triumph of Mr. Gomulka. In demonstrations there were also demands for the removal of the Marshal from the Defence Ministry.

THE POLISH ARMY APPROVES THE CHANGE IN POLITICAL LEADERSHIP: Staff officers applaud at a meeting in Warsaw at which speeches were made in support of the new Polish Politburo, headed by Mr. Gomulka. Several other meetings of this kind were reported.

MAU MAU LEADER SEIZED

The Chief Terrorist in Kenya is Wounded and Captured

THE LEADER OF THE MAU MAU: With his head on a pillow, Dedan Kimathi presents a study in the primitive violence which has for so long disrupted Kenya and caused much bloodshed.

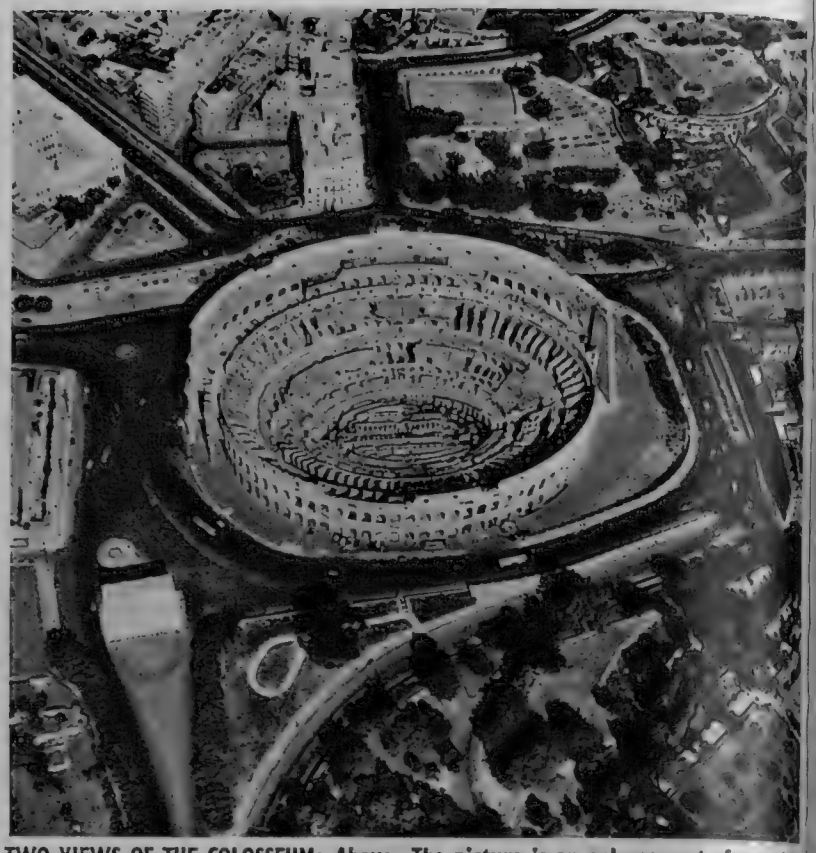
Two years of carefully-planned and daring operations in the jungle of Kenya came to fruition when Dedan Kimathi was captured. Styling himself the Field-Marshal and Commander-in-Chief of the "Africa Liberation Army," he was generally regarded as the leader of the Mau Mau. For months every move and habit of Kimathi had been carefully studied by the Kenya authorities. Security patrols disguised as Mau Mau had penetrated the deepest parts of the forests and laid ambushes. Success came when a party of six tribal policemen saw what they thought at first to be a leopard. Shots were fired and the wounded "beast" was found to be Kimathi. The chief credit for the planning of the capture should go to Superintendent Henderson, who has already been awarded the George Cross and bar for his work against the Mau Mau. Kimathi is said to be about thirty-three years old. He was once a clerk.

THE "FIELD-MARSHAL" OF THE KENYA TERRORISTS IN CAPTIVITY: Dedan Kimathi lies handcuffed in the police station in Nyeri after his capture by the Security Forces. Held up behind him are the leopardskin head-dress and costume which he was wearing when he was shot and wounded in the jungle. Self-styled the "Field-Marshal" of the Mau Mau, Kimathi has been the objective of numerous expeditions into the darkest depths of the Aberdare Forest. The operations have been directed by Superintend. Ian Henderson, G.C., of the Kenya Police.

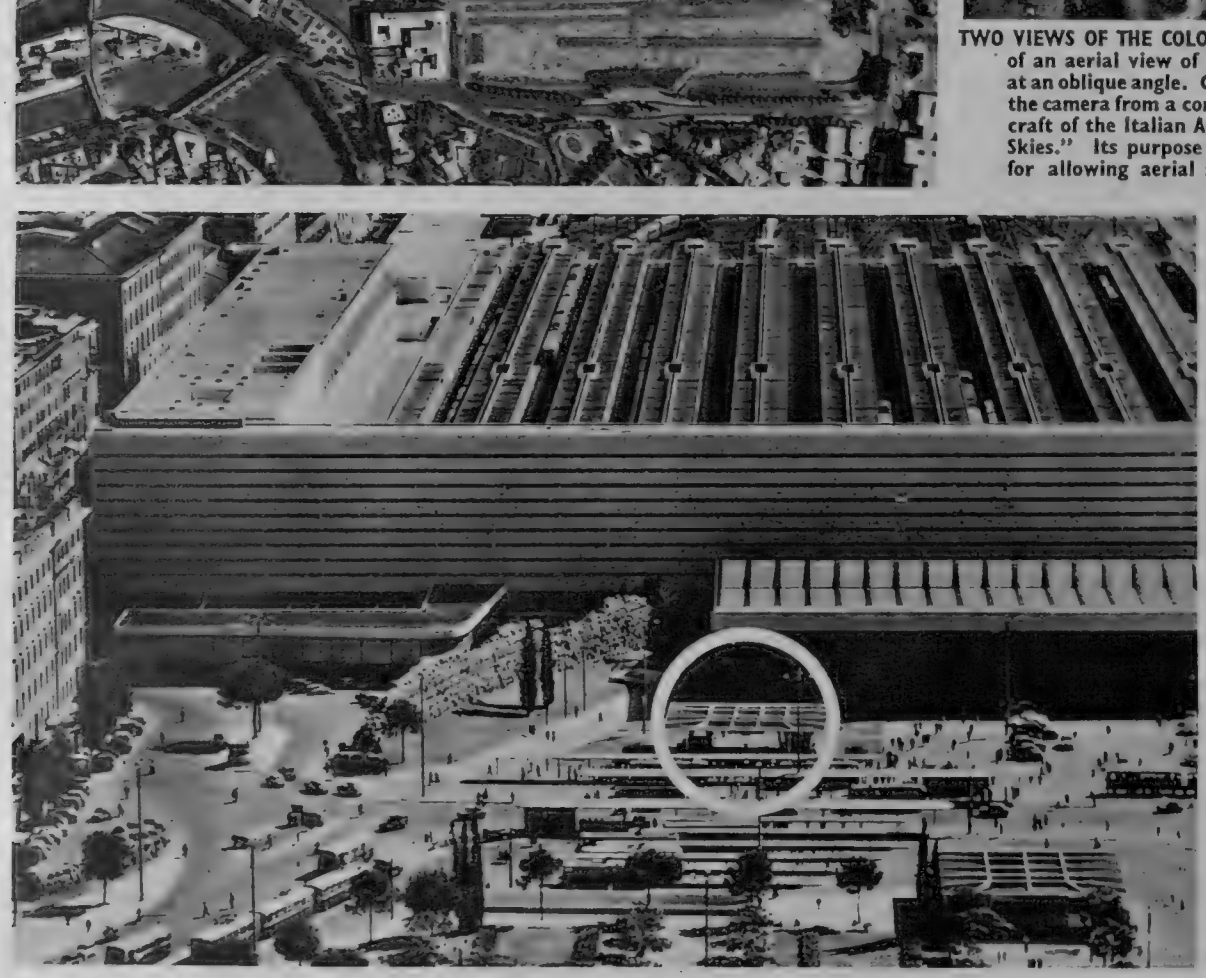
On right—

THE CULMINATION OF TWO YEARS OF ANTI-MAU MAU OPERATIONS: The wounded terrorist leader Kimathi is seen on a stretcher soon after he had been carried into the police station at Nyeri. For two years he had been hunted by Security Forces, patrols disguised as Mau Mau gangs.

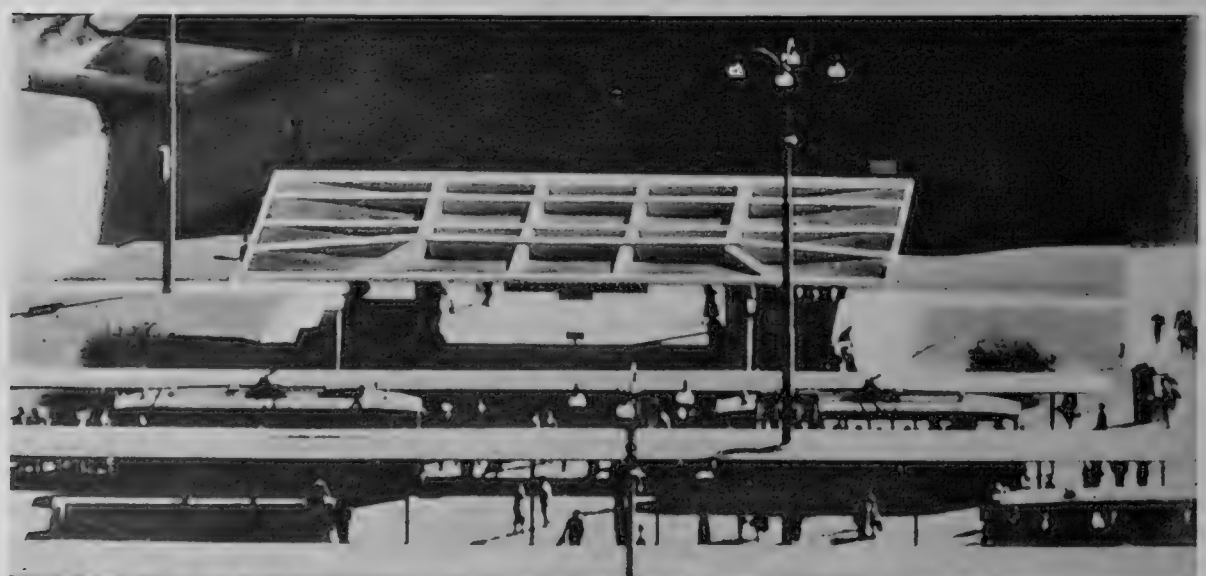
TWO OF THE CAPTORS: Ndirango (right), a tribal policeman, who claims to be the man who fired on Kimathi, and Corporal Wanjoni, who assisted in the ambush, after their highly successful operation in the jungle.



TWO VIEWS OF THE COLOSSEUM: *Above*—The picture is an enlargement of a section of an aerial view of the famous ancient monument in Rome taken from the air at an oblique angle. *On left*—The Colosseum (towards the top right) is recorded by the camera from a considerable altitude. Both these pictures were taken by jet aircraft of the Italian Air Force during a recent exercise which had the title "Open Skies." Its purpose was to ascertain whether President Eisenhower's proposal for allowing aerial reconnaissance as a means for arms control is practicable.



FROM THE GENERAL TO THE PARTICULAR: *Above*—The camera in the aeroplane has recorded the exterior of the Termini Station, which is one of the main railway centres of Rome. The area marked with a circle is to be enlarged. *Below*—The enlargement shows in detail the people entering the subway which leads to the railway station.



"OPEN SKIES" PHOTOGRAPHY

Remarkable Pictures of Rome in a Test for President Eisenhower's Scheme for Arms Control

The Italian Air Force, on its own initiative, has recently carried out an exercise in aerial reconnaissance which can be regarded as an important practical experiment in international arms control. Jets flying at high speeds over Rome and other cities of Italy took an extremely interesting series of photographs. The results seem to go a long way towards proving the feasibility of President Eisenhower's scheme for using the "open skies" for international inspection of armaments.

In the summer of last year at the Summit Talks in Geneva between America, Britain, France and Russia, Mr. Eisenhower put forward what he called two "practical steps" towards control of arms between the Powers. One was:

"To give to each other a complete blueprint of our military establishments, from beginning to end, from one end of our countries to the other."

The other was:

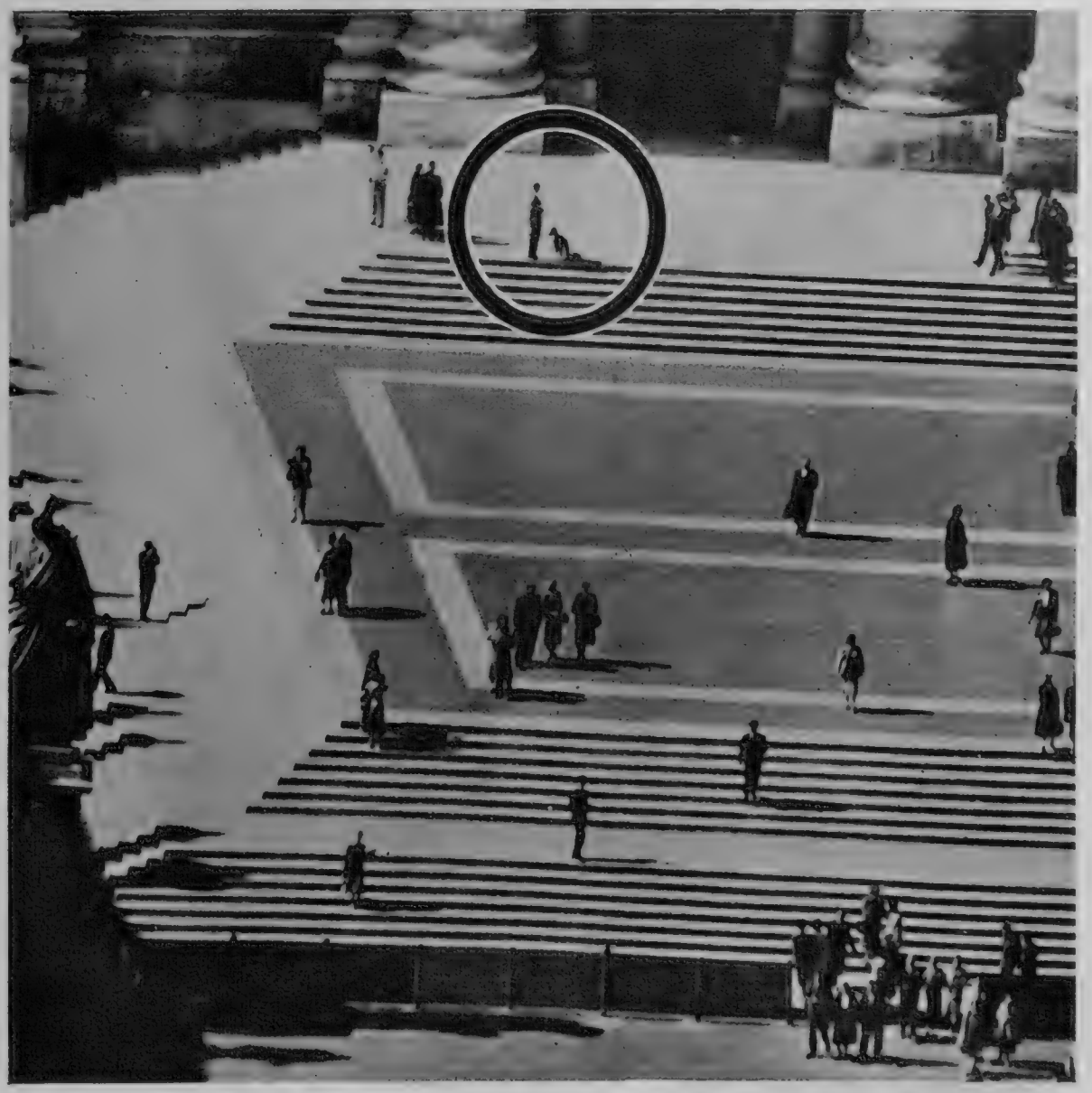
"To provide within our countries facilities for aerial photography to the other country. We to provide you with the facilities within our country, ample facilities for aerial reconnaissance, where you can make all the pictures you choose and take them to your own country to study. You to provide exactly the same facilities for us, and we to make these examinations. And by this step to convince the world that we are providing against between ourselves against the possibility of a surprise attack, thus lessening and relaxing tension."

They were imaginative and courageous proposals, as were to be expected from their author. The Soviet Union turned down these inspection plans. And, in fairness to the Kremlin, it must be said that in the ensuing months a number of experts on both sides of the Iron Curtain declared that they did not consider this "Open Skies" system, as it was soon nicknamed, could be regarded as a serious proposition in practical politics.

However, there were others who were at least prepared to try out the President's ideas. The United States Air Force set to work making a number of aerial surveys and the fruits of these were seen at the Carnegie Institute in New York at the end of last year in an exhibition entitled "Opening the Skies for Peace."

In recent weeks Italy has added a most valuable contribution to the supporters of the "Open Skies" system. Italian Air Force reconnaissance planes have flown over parts of Rome and of other Italian cities. The aircraft employed were RF-84F.s the American Thunderflash tactical reconnaissance jets which are now being produced under licence by the Fiat Company.

THE CAMERA'S ALL-SEEING EYE: The West End of St. Peter's was the focal point as the jet aircraft swept at a speed of 550 miles an hour and a height of some 400 ft. over the cathedral of the Popes. *Below*—The area marked by the square in the photograph above has been enlarged. Little seems to have escaped the lens. For instance, the man and his dog at the top of the steps have been encircled to show the ability of this type of reconnaissance to gather all details of what is happening on the ground.



The pictures on these pages will help to show what these aircraft achieved. They flew at heights varying from 400 to 1,800 ft. and at speeds of up to 550 m.p.h. They took photographs throughout their flights and selected parts of these photographs were enlarged to demonstrate how precisely details can be obtained in this type of operation. For instance, in a general view of the West Front and steps of St. Peter's Cathedral, an enlargement of a small portion reveals even such minutiæ as a man with his dog.

Italy undertook this exercise voluntarily because the country "wants to be in the vanguard in the effort towards ever more effective guarantees of peace." Speaking a few days ago, the Italian Minister of Defence, Signor Paolo Taviani, stated that the results were "more than satisfactory" and that they showed "how President Eisenhower's Geneva proposal can truly represent a keystone in the solution of the problem of arms control for a policy of peace among peoples."

The Italian Press has been loud in its praise, one newspaper referring to the pictures as "near miracles of details." And experts have pointed out that the employment of special types of film, such as infra-red, would pierce through almost all forms of camouflage. For instance, it would be possible to distinguish from the pictures between genuine foliage and trees and bushes artificially erected for purposes of cover. Enlargements of high-altitude photographs should pierce any attempts to disguise military installations or concentrations of tanks, vehicles or any other military formations. Industrial plants hidden below ground should give themselves away because of the nature of the surface above them.

A most revealing statement has been made by the Chief of Operations of the Italian Air Force, General Fanali. Discussing the reconnaissance exercise, he said: "It has proved that the whole of Italy could be mapped by four reconnaissance planes in the space of one hour." This, he added, indicated that the Geneva Powers could easily and effectively photograph each other.

This claim is by no means outside the bounds of possibility, because the Italian experiment has shown how pictures taken from a great height and at a great speed can be enlarged and examined. It would certainly seem that the Italian Air Force has made a positive contribution towards allaying fears among nations, if the major Powers are prepared to accept the brave proposals of Mr. Eisenhower.

PRELUDE TO MURDER

The Arrest by the French of Five Algerian Rebel Leaders Causes Riots and Massacre in Morocco

BEFORE THE START OF THE FATEFUL FLIGHT: With Prince Moulay Hassan, the Crown Prince of Morocco (second from left), are Ben Bella (extreme left) and other leaders of the Algerian National Liberation Front (F.L.N.) at Rabat airport, in Morocco. The Crown Prince had met them on behalf of his father, the Sultan. The party of five chiefs of what is regarded as the main Algerian rebel movement was about to fly to Tunis to take part in talks on the future of Algeria between the Sultan of Morocco and the Prime Minister of Tunisia. The Crown Prince was also going to Tunis but in a separate aircraft. During its flight the plane carrying the rebels was intercepted by the French Air Force off the coast of Algeria and forced to land at Algiers. The five F.L.N. leaders were arrested. The result was an explosion in the already heated relations between France, Morocco and Tunis. Anti-French riots broke out in Morocco, and at Meknes over thirty Europeans were massacred.

NORTH AFRICAN RULERS MEET: The Sultan of Morocco (on the left) stands on his arrival in Tunis with the Bey of Tunis. Behind them, in the centre, is the Crown Prince of Morocco. The Sultan had arrived to have political conversations with M. Bourguiba, the Prime Minister of Tunisia.

THE ARRESTED ALGERIAN REBEL LEADERS: From the left are Mostafa Lachref, Mohamed Boudiaf, Ait Ahmed, Mohamed Khider and Mohamed Ben Bella. They had been handcuffed when they were taken from the aircraft, which had been forced down by the French Air Force at Algiers while flying from Rabat, in Morocco, to Tunis.

INCITEMENT TO MURDER: Waving Algerian Nationalist flags, a dense crowd demonstrates against the French in Casablanca after the arrest of the Algerian rebel leaders at Algiers. Demonstrations like this incited such outrages as the murders at Meknes.

A DIPLOMATIC PROTEST: Si Bekkai, the Moroccan Prime Minister (wearing fez), and Mr. Balafrej, the Foreign Minister (extreme right), arrive at Orly airport, in Paris, to treat with the French Government and protest against the arrest of the Algerians.

ISH CARRIERS IN THE MEDITERRANEAN : Sea Venoms stand closely parked on the foredeck of H.M.S. *Eagle*, flagship of Vice-Admiral M. L. Power, C.B., C.B.E., D.S.O. and Bar, Flag Officer Aircraft-Carriers, as the 36,800-ton carrier carries out flying exercises for her squadrons in the Mediterranean. In the background H.M.S. *Bulwark* (nearest camera) and H.M.S. *Albion* steam in line abreast. All three aircraft-carriers of the Mediterranean Fleet are fitted with the new angled flight deck.

AIR POWER AT SEA : A helicopter (left foreground) prepares to take-off from the flightdeck of H.M.S. *Eagle* as the carrier steams through Mediterranean waters in consort with H.M.S. *Bulwark* and H.M.S. *Albion*. Much of the liaison and communication work between warships at sea is now carried out with the aid of such aircraft.

Naval Exercises in the Mediterranean

British and French Warships Take Part in Recent NATO Exercises

The recent naval manœuvres which were carried out by units of the Mediterranean Fleet and French warships, both separately and jointly, under the training programmes of the North Atlantic Treaty Organisation were part of the wider exercises which take place each year to improve the co-operation between the various countries of the organisation. Before joining the French vessels the British carrier force comprising H.M.S. *Eagle*, H.M.S. *Bulwark* and H.M.S. *Albion* carried out its routine flying exercises to enable the squadrons aboard the aircraft-carriers to bring themselves up to readiness. Later, the carriers, with Vice-Admiral M. L. Power, C.B., C.B.E., D.S.O. and Bar, Flag Officer Aircraft-Carriers, flying his flag in H.M.S. *Eagle*, entered Toulon and Marseilles for discussions ashore and for task force exercises with French warships. With the three carriers were the Daring class vessels *Duchess* and *Diamond* and the fast anti-submarine frigates *Urania* and *Ulysses*. The French force with which they carried out manœuvres included the aircraft-carriers *Arromanches* (ex-H.M.S. *Colossus*) and *Lafayette*.

From the point of view of co-operation and standardisation the importance of these exercises and the many others of a similar nature which take place each year, is of a primary nature to NATO. Not only is it a question of ironing out national difficulties but also of preparing a common system covering all the intricate details of modern warfare at sea which would be strong enough and flexible enough to withstand the shock and disintegration of a nuclear war. Everything from communication systems down to

(*Continued on following page*)

"EAGLE," "BULWARK" AND "ALBION" IN LINE AHEAD: The flagship of Vice-Admiral Power leads *Bulwark* and *Albion* into the Mediterranean for routine exercises. After ... name was given to a large fleet carrier then on order from the Tyne shipyards of Vickers-Armstrongs Ltd. This vessel was cancelled at the end of the war and a sister ... on January 21, 1946. *Albion* and *Bulwark* are sister ships of the *Hermes* class. Of eight vessels of this particular class originally ordered, *Arrogant*, *Monmouth* and *P*...

NAVAL EXERCISES IN THE MEDITERRANEAN

(*Continued from previous page*)

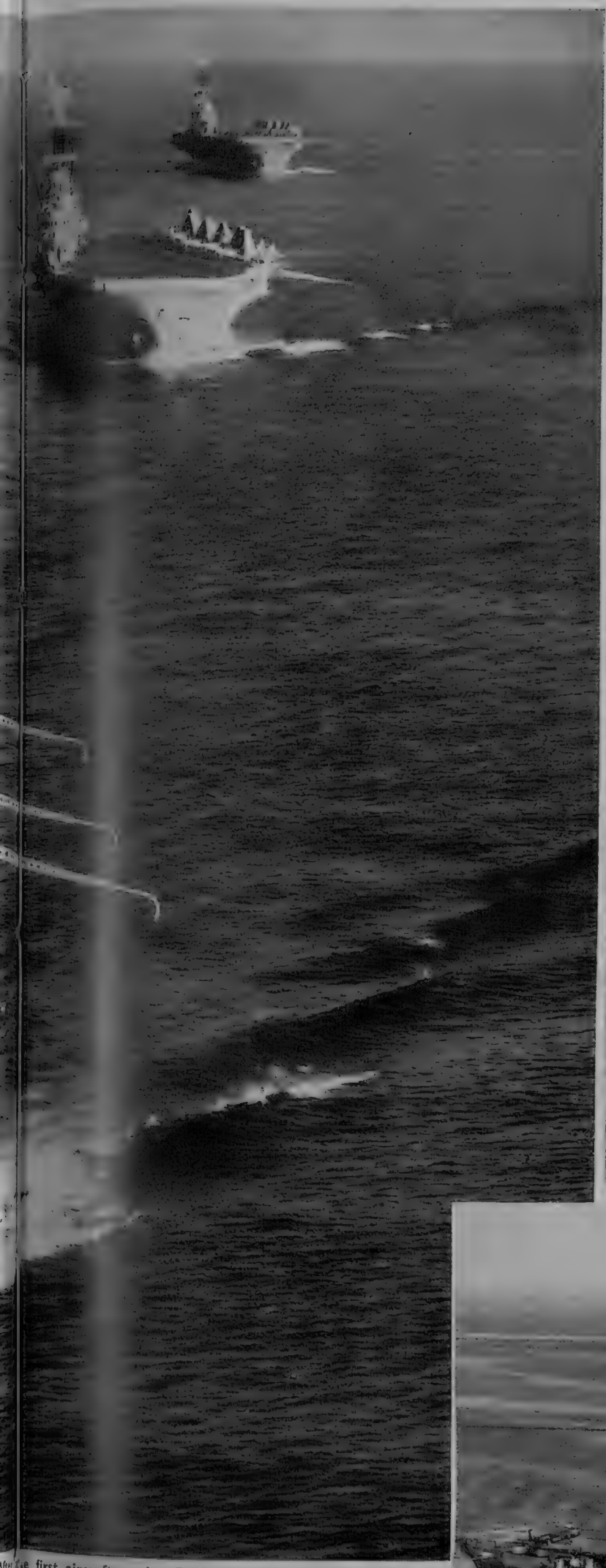
supply arrangements has to be standardised so that the warships of any of the member countries can act in conjunction with those of another at a moment's notice. It is the potential lack of unity, inherent in any supra-national organisation, which promises to be the greatest danger for the West when faced with the unified threat of Communism.

Any appraisal of the evolution of the Soviet Navy to its present position cannot help but reveal the trend which any future conflict at sea would be bound to take. At the moment the Soviet Union has about 450 submarines in service, half of them being large or ocean-going types. Added to this the present large naval construction programme lays emphasis on the continued production of this class of submarine. As stated in the last appreciation of Soviet armed strength published by S.H.A.P.E. last July, the Russian underwater ordnance stockpiles, together with a considerable air and naval torpedo and minelaying capacity, "constitute a growing threat, particularly against the lines of communication of the Allied Command, Europe."

The importance of ocean lines of communication ... the member countries of NATO is vital and it is scarce... unintentional that the Soviet naval threat should ... aimed exactly at this point. It is for this reason that ... emphasis of the majority of naval exercises carried ... under NATO is on flexibility and on the welding of ... communications system sufficiently supple to withstand ... the initial losses, inevitable if a strong force of modern ... submarines were let loose against maritime supply lines.

At the same time that it seeks to lessen the shock ... NATO is seeking the cure. One of the revolutionary ... changes is the eclipse of the battleship and growth in ... importance of the fast light cruiser and the smaller escort ... vessel. The conventional aircraft-carrier continues to be ...

FRENCH AND BRITISH WARSHIPS IN TOULON: During a lull in recent NATO exercises, units of the Mediterranean Fleet visited Toulon. From the bottom in this picture are the French destroyer *Cassard*, another destroyer of the same class, the *Bouvet*, an escort sloop, the A.A. cruiser *Colbert*, the carrier *Arromanches*, the cruiser *Georges Leygues*, H.M.S. *Eagle*, the fleet auxiliary *Tiderange* (hidden by *Eagle*), and the French carrier *Lafayette*. *Below*—The two open deck lifts of H.M.S. *Eagle* (centre) distinguish her from the French carriers moored on either side.



e first aircraft-carrier *Eagle* was lost in August 1942 the which had been begun as *Audacious* was renamed *Eagle* hemus were cancelled, together with the original *Hermes*.

built because its mobility enables a concentration of modern power to be moved at a moment's notice to counter-act any potential threat and to shift the pressure as the tide of battle moves over the globe. To combat the direct threat of submarine warfare in a nuclear age the Western navies have turned to the specialised anti-submarine frigate as their main standby. Two such vessels are now in commission in the Royal Navy.

But the high cost of a sufficiently large shipbuilding programme to meet the threat is beyond the scope of most national navies. A warship to-day costs about ten times as much as a vessel of similar size built before the war. It is in this connection that the North Atlantic Treaty Organisation, the greatest maritime defence alliance in history, plays its vital part.

THE STRIKING FORCE OF THE MEDITERRANEAN FLEET : A variety of aircraft are parked at disposal points on the flight-deck of H.M.S. *Eagle* as she sails in line abreast with H.M.S. *Bulwark* and H.M.S. *Albion*. Near the bows are several rows of Sea Venoms (with wings folded backwards) flanked by Sea Hawks (with wings folded upwards). Behind them, near the bridge, are some Westland Wyvern prop-jets. At the stern is parked a solitary Grumman Avenger.

A COUNTRYMAN'S JOURNAL

By VICTOR BONHAM-CARTER

Father Huddleston.—Last month Father Trevor Huddleston, C.R., came to our village to speak on South Africa. The day before, a Wednesday, he had addressed a full congregation in Wells Cathedral, and he came to us on a hot and busy Thursday afternoon when there was every inducement to stay away. In fact, our ugly little village hall was packed out. I suppose there were at least 200 people present, and cars were drawn up the entire length of the street outside.

Altogether it was a most impressive experience, the more so because the speaker made no appeal to the emotions. His face was, of course, familiar to us through photographs in the Press, a dedicated not a fanatical face, and his voice was quiet. No one, I should say, was less like the rabble rouser he is supposed in some quarters to be. He spoke almost entirely in terms of facts, and yet after the first half-hour of his hour's talk the whole audience was emotionally as well as intellectually on his side.

He began with a simple historical account of the present situation in the Union, and a definition of the white, black and coloured (half-caste and light-skinned) populations and the state of their relationships. This led him inevitably to *apartheid*, which he exposed in two ways: total *apartheid*, the declared objective of the South African Government and the Dutch Reformed Church, by which each race is to be allowed to develop independently in its own areas—a plausible idea, but for economic reasons alone quite impracticable, and known to be so by everyone including the Government; and actual *apartheid* as it is being practised, which is nothing more nor less than domination by the whites. Such domination permits only very restricted rights to the Africans in their own reserves and locations, and none whatever outside them.

Father Huddleston gave a few examples of the legislation behind this and of its consequences. In Johannesburg every African must carry a pass; without it he is committed to prison on a criminal, not a civil, charge. One result of this is that the prisons are overflowing, another that real crime is encouraged, for if a man is to be incarcerated for merely not having a paltry piece of paper, then he often makes up his mind to do something worth going to prison for. Likewise, the arbitrary zoning of areas round the big towns for occupation by the different races is dictated by racialist motives; also the Bantu Education Act, though providing more schools for the Africans than in the past, serves them worse with an inferior curriculum, because they are alleged to belong to an inferior race.

What is it all leading to? Father Huddleston has few doubts. Unless there is a change of heart, and unless equal rights of every kind are given to every South African whatever his colour, then nothing but disaster lies ahead. *Apartheid* is inculcating, has already inculcated utter suspicion of the principles of democracy and Christianity, which now seem to the African to be merely aids to keeping him down. At the same time he is increasingly aware of his numerical superiority, and of the fact that outside the Union the Afro-Asian races are steadily increasing in importance in world affairs.

Nationalism or Communism may well seem to him to be the only alternatives, and that is the way things are going. To one of my neighbours who asked what we in England could do, Father Huddleston replied: "Inform yourself continually of the true situation in South Africa, bring pressure to bear upon your M.P., and help to create a critical public opinion, of which the Union Government is already taking notice."

Your England.—This is the title of an admirable pamphlet, recently published by Chatto and Windus at 1s. 6d. It has been prepared by Denys Thompson, headmaster of Yeovil School and editor of *The Use of English*, a teachers' magazine now in its eighth year. *Your England* sets out to arouse the interest and understanding of the secondary school pupil in the whole problem of subtopia, just as Ian Nairn tackled the adult in *Outrage*. In his foreword to the pamphlet Nairn writes that we are "creating a new kind of slum, one which cripples the mind in the same way that the Industrial Revolution slums crippled the body: it is hygienic, roomy and invincibly mediocre."

That is the point, for it is the lack of awareness that allows our still beautiful country to be desecrated in the best interests. An example is the pylon at Woodstock in the photograph, printed in the pamphlet and below. We all know that electricity is necessary and that often big electrical installations, such as power houses and dams, actually enhance the landscape by imaginative planning. But this pylon at Woodstock is a monstrosity that could have been avoided by alternative siting or by some other means, had those responsible been aware of what they were doing in visual or æsthetic terms. But they were not aware, and we are—all of us—the losers. Sad to say, it is the villages and the open countryside that seem to suffer more from this kind of Philistinism than elsewhere.

In the large towns the problem is easier to recognise. Everything is on a bigger scale, and there are more resources and more room to plan well. What gets by is the brick bungalow next to the church, or the garish new garage on the main road, or the smallholder's sheds. One or two here and there make only a small impression, but permission for one sets a precedent for another, and we wake up one fine morning to find a nasty rash of buildings all down the valley.

"A FIRST-RATE EXAMPLE OF POST-WAR HOUSING IN A COUNTRY TOWN": Each of these houses at Honiton, Devon, has a different colour wash, "achieving a most cheerful effect." The roof line is terminated by a three-storey building. This picture, which appears in the pamphlet, *Your England*, is reproduced by permission of *Country Life*.

Ineffective Planning.—The depressing thing is that there are plenty of powers to ensure decent development, but they are simply not used. Although the provisions concerning betterment and compensation did not work, the Town and Country Planning Act of 1947 is still an effective piece of legislation; and on paper a great deal has been done. The whole country is covered by public authorities who have decided on the future use of every single acre of land, as indicated on the various county and town plans. Unfortunately, any excuse is used to deviate from these plans, especially if industrial development is contemplated. I know of more than one case where a firm, wishing to build a new factory, has privately secured a favourable site but in an area zoned for purposes other than industrial.

The local planning committee has simply accepted the *fait accompli* and altered the plan accordingly. This just makes nonsense of the whole conception of planning, which is absolutely essential in a tight little island like ours with a very limited amount of space. But that is not the whole story. If it were, things would not be too bad, for despite all the loopholes planning has at least stopped ribbon building and the worst excesses of the years between the wars—I doubt now whether Peacehaven could occur again. What is not controlled is the actual architecture, the elevations of the buildings themselves.

True, there are many quite nice new houses, especially those built by local authorities, who usually but not always employ an architect. But with the release of private building, and the erection once more of speculative houses for sale, we have gone straight back to the era of the by-pass villa and the Tudoresque bungalow. All this could be altered if planning authorities insisted that every house or other building be designed by a reputable architect. As it is, we must wait, it seems, for public opinion to be educated, hence the importance of *Your England* and *Outrage*. I am afraid that, by that time, the whole of Britain will look like a cross between the Potteries and the Great West Road.

"A QUITE UNNECESSARY CRIME": This pylon is "brutally stuck into the heart" of Woodstock, Oxfordshire. It is a monstrosity that could have been avoided by alternative siting or by some other means. *Your England* declares, "There is far too much wire scrabbled across the landscape."

South-Western Arts Association.—This is a voluntary body, formed in an emergency early this year, following the closure of the regional offices of the Arts Council. It is at present, I believe, the only one of its kind. Cyril Wood, formerly of the Arts Council, is the director of the new association, which has already shown commendable activity and should serve as a model for the rest of the country. Its function is to affiliate the various arts centres, clubs and societies in the region, help them in their negotiations with the Arts Council and local authorities, to make grants where possible, and to hold regular conferences for mutual aid and information.

I attended one such conference held at Plymouth recently, and was pleasantly surprised by the amount of artistic effort which is being put out in the south-west. New arts centres springing up in Shaftesbury and St. Austell, a furnishing week at Bridgwater, a contemporary art exhibition at Falmouth, Picasso at Blandford, repertory theatre at Dartington and elsewhere, music from the Bournemouth Symphony Orchestra, poetry readings—all this and much more is the concern of the Association, which aims to ensure a regular service of the arts of the highest possible standard all over the region.

TWO NOTABLE HALLS

Constable's Painting of Old Hall, East Bergholt, is "Discovered"; Smithills Hall, near Bolton, is to be Restored

Above—**AN UNKNOWN CONSTABLE COMES TO LIGHT: This painting of Old Hall, the manor house of East Bergholt, in Suffolk, was Constable's first important commission.** Until very recently its existence was unknown outside the circle of the family to whom it belongs—the Misses Muriel and Kathleen Gore. It has now been loaned for a period of six months to the Victoria and Albert Museum's permanent collection of Constable paintings. The importance of the work was not realised until it was brought to the Museum. East Bergholt was the village where Constable was born and the painting of Old Hall was executed for the local squire, Mr. John Reade. The commission was a very important one for Constable at the outset of his career, for the house, which is still in existence, was the most important in the district.

Below—**A HOUSE OF MARTYRDOM TO BE RESTORED: Smithills Hall, near Bolton, in Lancashire, is the most complete example of a timbered hall in north-west England. On the far right is the chapel.** The Ministry of Works is making a grant of £5,000 towards its restoration, and the Pilgrim Trust is contributing a further £1,000. Scheduled as an Ancient Monument, it has been owned since 1938 by the Bolton Corporation and part of it is used as an old people's hostel. The oldest part of the house is the Great Hall, dating from the late fourteenth century, and has already been restored. Renovations and repairs by Bolton Corporation are now to begin on the sixteenth-century and later parts. The Hall was the scene of the examination of George Marsh, a Protestant martyr who was subsequently burned at the stake at Chester in 1555.

AN AERIAL VIEW OF THE NEW AIRPORT SITE: The development of Gatwick as an alternative airport for London has reached a new stage with the laying of the first concrete stretches of the 7,000-ft.-long main runway. In this picture part of the new A.23 Brighton road can be seen running parallel to the railway and curving away to the right. It will join the present road near Gatwick Racecourse station.

GATWICK AIRPORT TAKES SHAPE

Work Continues on the £6,000,000 Project Which will Eventually Provide London with a new Airport

AT WORK ON THE NEW RUNWAY: Labourers, aided by mechanical shovels, work along the west part of the runway. The line of the future runway can be seen running diagonally downwards from left to right. Forty houses have been demolished to make way for it and a stretch of the A.23 London-Brighton road will have to be closed next year when the concrete ribbon of the runway passes over it. The work on the site is behind schedule at the moment, due to the summer's bad weather.

A NEW STRETCH OF THE BRIGHTON ROAD: This dual carriageway, now nearly complete, is diverted from the old A.23 and will pass, according to present plans, underneath the terminal.

BRIDGING THE RIVER MOLE: The foundations are laid on one of the banks of the river for the new bridge which will carry the A.23 diversion road over the water. In the background can be seen a finished stretch of the road. Part of the present London to Brighton road will be closed next year when the runway crosses it.

Last summer's bad weather delayed much of the preparatory work on the £6,000,000 development scheme at Gatwick Airport and the project has had to be speeded up so that the completion deadline, set for the spring of 1958, can be met. When the airport re-enters the air transport picture it will serve as the main diversion centre for international flights unable to land at London Airport because of bad weather and will also take over many of the air services to the Channel Islands and various Continental cities.

The preparatory work of laying out the site has now advanced to such a stage that the future shape of the airport can be clearly seen. The transformation of the old 370-acre airport into one double the size has involved road and traffic diversion, tree and hedge clearing, the demolition of forty houses and the complete reorganisation of the area's drainage system. The main Brighton road which crosses the site of the future airport will eventually be diverted to run along the boundary parallel to the railway. When completed, the giant runway, which will be capable of taking the largest airliners, will run over the old stretch of the road which will be closed to traffic in the middle of next year at the same time as the new diversion is opened.

Although the plans for the new terminal buildings at Gatwick are still in the proposal stage they show several distinct features which stand a good chance of being incorporated in the final design. A main structure of two storeys is envisaged, with a second administrative block to be built above it at a later stage. The traffic arrangements for arriving and departing passengers are relatively simple and logical. The main London-Brighton road will pass underneath the terminal and a continuation of it will mount to the first-floor level. Passengers arriving by rail in 25 minutes from Victoria will mount by covered passageways from the reconstructed station at Gatwick Racecourse to the terminal.

Outside the terminal building, facing the runway, three " fingers," with three storeys, will stretch out over the apron area to the aircraft dispersal points. The first storey will be for passengers, as is the case throughout the terminal building, the ground floor will be for baggage and the top storey for spectators. There will be an incoming customs hall, but outgoing passengers will have a customs check at the airline ticket counters and a last-minute check when passing through immigration. The present scale model does not include a control tower and this, together with the fire station, will be situated away from the terminal area.

DIVERTING A BROOK: This channel has been made to divert Crawters Brook which used to flow across the airport. In future the brook will flow along the southern boundary of the new airport.

CHANGING THE COURSE OF A RIVER: Reinforcing rods for the wall of this culvert rise above the completed concrete floor. The River Mole will be diverted through this channel when it is finished.

BUILDING A CULVERT: A new section of the reinforced concrete floor of the culvert is fitted with steel rods before the concrete is poured in. This section marks the junction of the River Mole and the diversion channel which has been cut for Crawters Brook. In order to clear the airport site, the drainage system of the area had to be reorganised and artificial ponds constructed to regulate the flow of the river.

REINFORCING THE COAST OF THE NETHERLANDS: This wide concrete rampart is being built to surround the Eierlandse lighthouse on the island of Texel and to serve as a dyke against the inroads of the sea which have been eating into, and undermining, the sand-dunes that serve as a protection for the north-west corner of the island. Texel is the first of the string of Friesian Islands which stretch northwards from the coast of Holland and bear the full force of the advancing waters of the North Sea. These dunes, kept in place by "helm" grass, have almost disappeared in some places on this coast. In her double struggle against this threat, Holland is entering on a vast programme to reclaim many hundreds of square miles of arable land from the Zuyder Zee at the same time as she builds further dykes and ramparts to protect the land she has already won. One of the more spectacular of recent projects was the closing of the 56-mile-long dyke in East Flevoland which cut another 133,000 acres of flooded land away from the sea. When this land is finally drained by the pumping stations on the dyke, and other projects in hand at the present are completed, the arable land of Holland will have been increased by 10 per cent.

DYKES AND DAMS

A Rampart Against the Sea in Holland; and a New Dam in Germany

On left—

A NEW DAM IN THE HARZ MOUNTAINS: A thin ribbon of road winds along the top of the 285-ft.-high concrete wall of the Oker dam, which has just been opened near Goslar, in Lower Saxony, among the Harz Mountains of Western Germany. In the centre of the picture, on the lip of the dam parapet, is a grill-covered spillway which serves as a safety outlet when the level of the waters contained in the main reservoir becomes dangerous. Should the water level rise to the spillway the surplus is drained off into the valley. The construction of the dam is part of a hydro-electric programme undertaken by the State and Federal authorities. Last year the Federal Republic jointly opened, with Austria, one of the largest hydro-electric power stations in Central Europe. Built by the two countries on the Danube at Jochenstein, it has an annual capacity of 1,000,000,000 kilowatt-hours.

A WEST INDIAN VOLCANO BURSTS INTO LIFE: Clouds of white steam and smoke rise from eight new craters blown in the summit of La Soufrière, a volcano in the French colony of Guadeloupe, in the Lesser Antilles. An explosion, accompanied by flames, lasted about 45 seconds. Grey ash fell on several neighbouring towns, but there were no earthquakes or flow of lava.

A Volcano Explodes

La Soufrière, in the French West Indian Colony of Guadeloupe, Acquires Eight New Craters

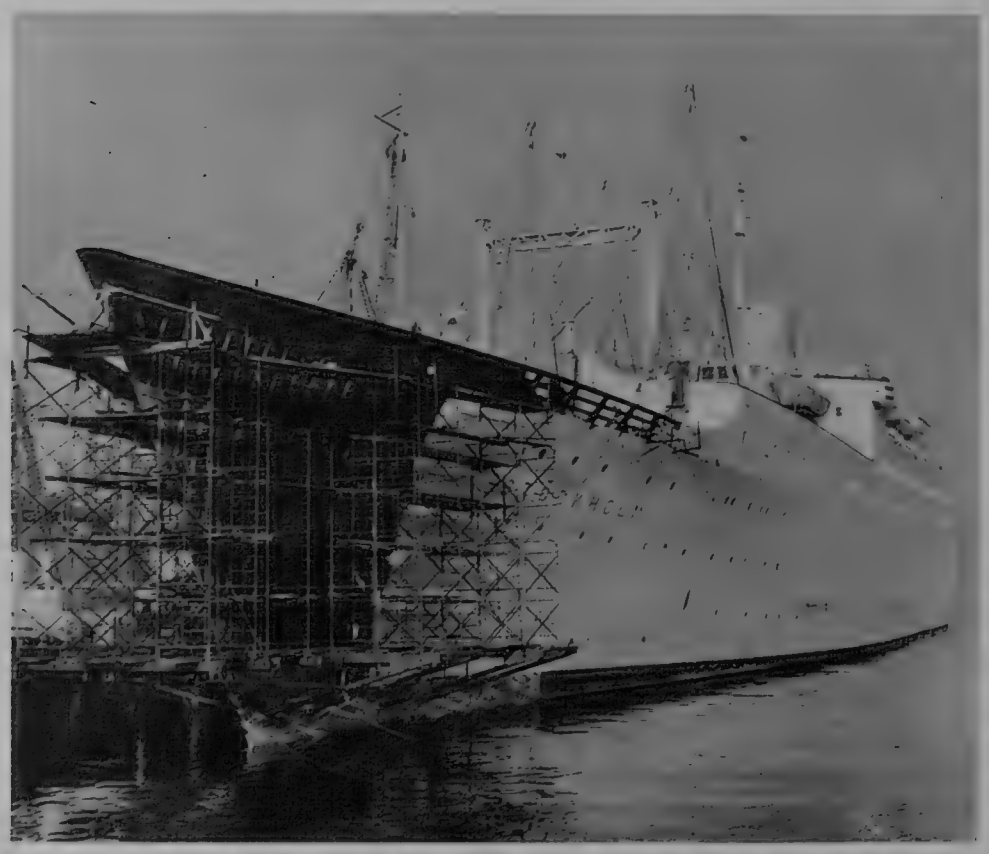
La Soufrière, a volcano on Guadeloupe, in the Lesser Antilles, has erupted for the first time in well over a century. A violent explosion, lasting about 45 seconds, accompanied by flames, took place at the summit of the volcano, which is the highest mountain in this French West Indian possession. Quantities of grey ash fell on the capital, Basse-terre, and on the towns of St. Claude and Baillif. There was also a strong emanation of sulphuretted hydrogen. The explosion caused eight new small craters to appear in a fault about 150 ft. long, in addition to the three already in existence. There were no earthquakes or flow of lava, but after the explosion, dense clouds of white smoke and steam rose from the craters and blew out to sea. In spite of memories of the terrible eruption of Mont Pelée on Martinique in 1902, there was no panic or question of evacuating the population. The Prefect broadcast a message from his residence at St. Claude, where some ash fell, stating that no further explosions had occurred and that there was no danger to the population. He appealed for calm, and went on to ask people not to indulge in sightseeing near the mountain. La Soufrière last erupted on December 3, 1836, and was first known to have done so on September 29, 1797. Guadeloupe, France's most important possession in the West Indies, is divided in two by a narrow strait, forming two islands. The large western island is called Basse-terre, as is the capital, and is of volcanic origin. La Soufrière, 5,000 ft. high, is one of a range of mountains forming its backbone. The principal port is Pointe-à-Pitre. Fifty-four years ago, the town of St. Pierre, on nearby Martinique, was completely wiped out by the eruption of Mont Pelée, together with 30,000 of its inhabitants. Between 1929 and 1932, Mont Pelée burst into further alarming activity.

PICCARD REACHES A DEPTH OF 12,500 FT.: During a descent in the bathyscaphe *Trieste* (in centre), M. Jacques Piccard, son of Professor Auguste Piccard, reached the sea-bed at a depth of about 12,500 ft. off the island of Ponza, north of Naples. The bathyscaphe was designed by M. Piccard's father, the famous explorer of the ocean depths and of the stratosphere. This was the deepest dive this craft has achieved, but is still short of the record for this type of vessel of 13,200 ft. set up in 1954 by two French officers.

M. Jacques Piccard is carrying on the family tradition of exploration of the depths of the sea laid down by his father, the renowned Swiss, Professor Auguste Piccard. He has achieved the deepest dive ever made in the bathyscaphe *Trieste*, while making descents in Italian waters seventeen miles off the island of Ponza, north of Naples. The bathyscaphe, a diving craft built to the specifications of Professor Piccard, attained the bottom of the sea at a depth of about 12,500 ft. This is well over two miles, but the record depth for a descent by a bathyscaphe stands at 13,200 ft., set up by two French naval officers early in 1954 in a vessel of their own construction operating in the South Atlantic. M. Piccard was accompanied by Professor Alfredo Pollini, an Italian geologist. The two men spent over six hours under water, and surfaced between two Italian Navy tugs, with which contact had been maintained by telephone. The Italian Navy has assisted the Piccards' explorations in Italian waters since they began in 1953. M. Piccard said that the dive was only one of a series, and that to complete records of their observations and to classify their specimens taken from the sea-bed would occupy several days. The bathyscaphe is a craft shaped like a small submarine, specially built for working at extreme depths. It is equipped with propellers, which give it a limited degree of mobility.

SHIPS AND THE SEA

Piccard's Bathyscaphe Descends over Two Miles; the "Stockholm" Leaves Dry Dock; the New Tanker "British Industry" is Launched on the Clyde



THE "STOCKHOLM" IS NEARLY READY FOR SEA: Repair work has almost been completed on the Swedish luxury liner *Stockholm*, which collided with the Italian liner *Andrea Doria* off the north-eastern coast of the United States in July. In this picture, *Stockholm* rides in the water after leaving the dry dock at Brooklyn, New York. Scaffolding still surrounds her bows, which were completely wrecked in the accident. *On right*—A workman mounts a ladder to work on the rebuilt bow section as the *Stockholm* lies in dry dock. The repair work will be complete by early November.

A BRITISH TANKER IS LAUNCHED: The oil tanker *British Industry* slides into the water at Clydebank after her launch by Lady Kirkpatrick, wife of Sir Ivone Kirkpatrick, retiring Under-Secretary of State at the Foreign Office. The ship was built in the yards of John Brown and Company. The stretch of river visible in the background had to be specially dredged and widened to accommodate the *Queen Elizabeth* at her launch in 1938. With a tonnage of 32,000, the *British Industry* is one of a new series of ships to be built for the British Petroleum Tanker Company. She is the third 32,000-ton tanker to be built for this company since 1953. In a speech after the launch, Mr. Basil R. Jackson, chairman of the British Petroleum Company Ltd., said that there are also seven 42,000-ton tankers on order for the B.P. fleet. In addition, the company proposed to build five or six even bigger ships, of 60,000 tons. In all, it has forty-one tankers of various sizes on order or under construction. This "big-tanker" programme is intended to meet world demand for oil at a time when the Suez crisis may endanger existing communications.

"MUCH ADO ABOUT NOTHING" AT THE OLD VIC IN LONDON: In the first act of the comedy the principals are: on the extreme left, Barbara Jefford as Beatrice; next to her by the couch, John Fraser (Claudio), and to the centre, John Humphry (Don Pedro) greeting Derek Francis (Leonato) with, also hatless and behind Don Pedro, Keith Michell (Benedick). On the right, standing forward from the group of women, is Jacqueline Ellis (Hero). *On left*—Keith Michell and Barbara Jefford are in one of their many scenes together. Mr. Denis Carey's production brings out fully the robust humour of Shakespeare by which Benedick and Beatrice are manœuvred into becoming lovers.

SHAKESPEARE AND SPANISH DANCE

The Old Vic in London and New York; Mexican Ballet Comes to London

LAST SEASON'S OLD VIC COMPANY IN NEW YORK: From left are John Neville (Richard II), Claire Bloom (The Queen) and Paul Rogers (John of Gaunt) being congratulated by Michael Benthall, the Director, after the opening night of *Richard II* in New York.

A SEASON OF SPANISH DANCES IN LONDON: "Café Flamenco" is one of the dances in the programme being presented by Luisillo and his Spanish Dance Theatre at the Princes Theatre in London until November 24. Luisillo, who learnt his art in Mexico, is claimed to be the first choreographer to create ballet without music, for in one of the items, "Luna Sangrienta" (Blood Moon), the rhythm is measured out in toe beats and heel taps. In the other dances the accompaniment is by guitars and other strings. The company recently has enjoyed very successful seasons in New York and Dublin.

LUISILLO AND HIS SPANISH DANCE THEATRE: Kneeling are Luisillo and his prima ballerina, Maria Rofario, in "Gigantes Y Cabeduzoa" (Giants and Big Heads), which is a ballet of life in a village.

THE AMERICAN ELECTIONS

President Eisenhower and Mr. Adlai Stevenson Enter on the Last Stages of their Election Campaigns

Now that the election campaigns of the two rival candidates for the American Presidency have moved into their final stages the pattern of the different approaches towards the electors is a lot plainer. Mr. Eisenhower and the Republican Party have been content to defend their past policy and to meet any surprise attack from the Democrats as it came. Their rivals, however, have naturally enough concentrated on finding the weak spots in their opponent's armour and have placed the weight of their attacks on the present administration's foreign policy. Despite a "clean bill of health" given by his doctors, Mr. Eisenhower's campaign has also suffered by the reminder of his earlier illness. Mr. Adlai Stevenson has accused the President of "evading the responsibility" of his office and has constantly asked the question, "Who's in charge, anyway?" In attacks on Republican foreign policy he has singled out the Middle East problem for particular attention. He has also introduced a new element with his proposal that America should seek an agreement to end H-bomb tests.

THE PRESIDENT ON TELEVISION: Mr. Eisenhower answers questions put to him by a panel of women during a television broadcast carried by all the major networks in the United States. Seated on the left is Mrs. Eisenhower. The programme was entitled "The women ask the President."

On left—

CHICAGO WELCOMES MR. NIXON: The Republican Vice-Presidential candidate (seated on left in car) is greeted by large crowds as he makes a tour of Chicago during the closing phases of his campaign. Seated beside him is his wife and Governor William Stratton, of Illinois.

MR. EISENHOWER IN NEW YORK: Flanked by a motor-cycle escort and followed by two carloads of plain clothes men, the President drives through the crowds lining 8th Avenue and 46th Street on his way to his hotel after his arrival.

A REPUBLICAN RALLY IN MADISON SQUARE GARDEN: Mr. Eisenhower and his wife acknowledge the cheers that greeted them on their arrival for the rally. The President's address was mainly concerned with Mr. Stevenson's proposals to halt H-bomb tests.

A BRONX CHEER FOR ADLAI STEVENSON: The Democratic Presidential candidate waves to a crowded meeting of his supporters in the Bronx during a two-day tour of New York which was made near the end of the campaign.

THE DOUNREAY NUCLEAR POWER STATION TAKES SHAPE: In the centre is the enormous 135-ft. steel globe which will house the "fast breeder" reactor to be installed in Scotland's first atomic power station at Dounreay, in Caithness. On the right are the waters of Pentland Firth. In the left foreground is the heavy water reactor, resembling a group of gas-holders. This view is from the top of the station ventilating shaft, which is 183 ft. tall. The "fast breeder" reactor will begin to produce electricity intermittently during 1958, but the station's main function will be to undertake experimental research work on various types of reactor.

NUCLEAR POWER FOR SCOTLAND

The Atomic Power Station Building at Dounreay will Produce Electricity while Experimenting with Nuclear Reactors

Work is progressing rapidly on Scotland's first nuclear power station at Dounreay, on the Pentland Firth, in Caithness. By 1958, Dounreay should join Calder Hall in supplying electricity to the National Grid, though this will not be the station's main function. The electricity generating equipment to be installed will have a capacity of 60,000 kilowatts, as compared with the 150,000 kilowatts of Calder Hall, for Dounreay will be principally an experimental station for development and research into the use of various types of nuclear reactor. All the power produced will come from one reactor only, which will not be in continuous operation. The housing for this has almost been completed, and is the most prominent feature of the growing station. It consists of an enormous spherical steel casing, 135 ft. high, which stands out for miles in a flat countryside. The reactor it will contain will be of the "fast breeder" type, which is the most complex and efficient yet known. The "fast breeder" will produce more power more economically than other types. Other varieties of less advanced reactor will be erected at Dounreay later on, but will not produce electricity for the Grid. The power produced by the "fast breeder" will be a "by-product" of the experimental research work upon which the station will concentrate.

Many of the auxiliary buildings and structures surrounding the reactor housing are nearly complete, for work has been going ahead for two years. The machinery and apparatus are still to be installed. Scattered about the site of this former aerodrome are the 183-ft.-tall ventilating shaft for the power station and its ancillary buildings, the process buildings and technical laboratories connected by a long corridor, the small heavy water reactor, which resembles a municipal gasworks, and the partly completed pump house. In one building, experiments are carried out on various types of concrete, to determine the best for use in building. A tunnel is being dug beneath the station to carry away slightly radioactive waste to the sea. It will emerge on the sea bed. A small amount of waste will not affect marine life, and all the intensely radioactive waste will be stored in special underground tanks with a capacity of twenty years' production. By that time, it is hoped that a means of neutralising or disposing of this waste will have been found. The building works are being undertaken by Whatlings Ltd. and employ about 1,500 people, including many local workmen. A dozen local boys are receiving five years' technical training provided by the U.K. Atomic Energy Authority in a workshop on the site.

THE TUNNEL UNDER DOUNREAY: Workmen repair the trolley track in the tunnel which will carry slightly radioactive waste out to sea. When complete, it will be 300 yards long. The kind of waste it will dispose of does not harm marine life. More dangerous waste will be stored in underground tanks.

INSIDE THE REACTOR GLOBE: The steel sphere being built to house the "fast breeder" reactor is almost complete, although the interior is still festooned with scaffolding. The "fast breeder" is the most advanced type of reactor known, producing more power more economically than other types. Various kinds of reactor will be installed at Dounreay, but these will be used for research work only, and will not produce any power. *On left*—The foundations of the pump house take shape. The machinery will pump water from the sea to cool the "fast breeder" reactor.

TRAVELLERS ALL

Sir Winston Churchill Returns from the South of France; The Bolshoi at Stratford; Farouk at a Rome Cinema; Earl Attlee Meets Mr. Nehru

SIR WINSTON COMES HOME: Well protected against the rigours of autumn, Sir Winston Churchill arrives at London Airport from Nice after his holiday in the South of France. He was accompanied by Lady Churchill. The former Prime Minister had been staying for a month at a villa at Roquebrune, Cap Martin. During his holiday Sir Winston caught a slight chill while painting, and was joined by Lady Churchill a week before he returned to England. He had recovered from his indisposition by the time of leaving.

THE BOLSHOI COMPANY AT STRATFORD: Madame Ulanova receives the autogra[ph] of Mr. Harry Andrews after a private performance of *Othello*, which [was] given to mark the visit of the Russian company to the Shakespeare Memo[rial] Theatre. The Russians had specially chosen the play, which was produ[ced] by Glen Byam Shaw, from the present Stratford repertoire, and inclu[ded] Mr. Emlyn Williams, Mr. Harry Andrews, Miss Margaret Johnston and [Miss] Diana Churchill in the leading roles. After the performance the Russ[ian] dancers were presented with souvenir albums of photographs of the prod[uc]tion and in their turn presented gifts to the principal actors and actress[es]

FAROUK GOES TO THE CINEMA: Ex-King Farouk of Egypt and Miss Irma Minutolo were seen among guests at a showing of the new film, *War and Peace*, at a theatre in Rome. The audience included Sir Cuthbert Ackroyd, the retiring Lord Mayor of London, who was in Rome for a six-day official visit, and Donna Carla Gronchi, wife of the Italian President.

EARL ATTLEE IN INDIA: The former Prime Minister chats with Mr. Nehru, Indian Premier, at Government House, Calcutta. Earl Attlee was touring India with Lady Attlee, at the invitation of the Indian Government. He was described by his hosts, on one occasion, as "a great architect who brought freedom."

THE END OF AN ORDEAL: The 4-ton ketch *Orenda* (right) is greeted by a welcoming vessel as they pass one another near Plymouth. On deck are the crew of two who navigated the little boat during her stormy Atlantic crossing of fifty-six days. They are Mr. Arthur Smith, of Toronto, and Mr. Alan Battersby, of Blackpool. *Orenda's* rigging is battered after her voyage—in the early stages of the trip a storm carried away her mainmast, and repairs left this home-made vessel with a mainmast of only 12 ft. For many days the two men survived on four lumps of sugar and a cup of soup a day. During ten days their ration of water was half a cup a day. The Liberian ship *Mariblanca* restocked them with supplies when they were at the end of their resources. At one time they were feared lost. On September 22, the liner *America* saw *Orenda* and reported no sign of life aboard her, but the crew were resting below after eight days' battle with a storm. They expected to be battered to pieces by the mountainous seas. *Orenda* shipped so much water that only constant baling kept her afloat. She reached Salcombe in Devon eight weeks after leaving Halifax, Nova Scotia.

"ORENDA" ARRIVES

After a Stormy Fifty-six-day Crossing of the Atlantic, the 4-ton Ketch and her Crew of Two Reach Britain

ATLANTIC VICTORS: Mr. Arthur Smith, aged thirty-one (left), and Mr. Alan Battersby, twenty-nine, are weatherbeaten but happy as they sail up the Channel. Mr. Battersby had never done any sailing before, but had studied deep-sea navigation.

"ORENDA" REACHES JOURNEY'S END: Decked with flags, the 26-ft. ketch nears her berth in Dartmouth harbour, while a large crowd, including newsreel cameramen, prepare to greet her crew. They were welcomed by their wives, waiting on the quayside.

NEW LIFE FOR THE MOTOR INDUSTRY

British Cars at the Motor Show met all Challenges; the Motor Show Dinner; S.M.M.T. in 1903; Price Changes; Testing Automatic Gear-boxes; The Swedish Volvo; Jaguars Retire from 1957 Racing

By "THE SPHERE" MOTORING CORRESPONDENT

THE Motor Show was undoubtedly just the kind of tonic the British motor industry needed. The interest shown by the public in their greatly improved models, their automatic transmissions and their more attractive colour schemes provided welcome encouragement at a time when the car chiefs are grappling with quite a lot of problems.

Leaders of the industry realise that ahead of them lies a lot of hard work—and the need to do a lot of hard thinking. At the Motor Show they put their goods in one big international shop window. The world looked in at the window, saw the British cars ranged side by side with their rivals from other lands—and passed judgment. In many ways, it was a much more favourable verdict than that expressed by world opinion on the latest British cars twelve months ago.

There is a long way to go yet, but the industry is heading in the right direction. At the great Motor Show dinner at the Grosvenor House Hotel you could sense a new atmosphere of confidence.

It was a memorable motoring occasion. Gathered at the top table were men who control 70 per cent. of the output of the world's motor industry. In addition to the chiefs of Britain's own Big Five—B.M.C., Ford, Vauxhall, Standard and Rootes—there were present men like Mr. Harlow Curtice, president of General Motors; and Mr. Henry Ford II, president of the Ford Motor Company. Between them these two men employ more than a million people.

A few of the older men among that assembly of 1,200 motoring experts let their minds slip back to a much smaller gathering, a luncheon party in 1902 in the old Cecil Hotel in the Strand, as a result of which the Society of Motor Manufacturers and Traders was born. At that little lunch the leading figures in an infant motor industry laid plans that were to shape its whole future.

SPEED AND LUXURY FROM DAVID BROWN: The 3-litre four-door Lagonda saloon with coachwork by Tickford is one of the two models upon which the David Brown Company will concentrate from now. The other is the DB2-4 Aston Martin saloon.

Mr. David Brown explained that this price reduction stems from his decision to concentrate, in future, on the production of one Aston Martin model and one Lagonda model—both saloons.

The 3-litre Alvis Graber sports saloon now costs £3,451 7s., including tax. That is an increase of £450 on the basic price. Total cost, including tax, has risen by £675.

During the Show I had a chance of trying out some of the cars fitted with automatic gear-boxes. Among them were a Ford Zodiac and a Morris Isis equipped with Borg-Warner self-changing box and one of the new Rover 105s with automatic transmission of Rovers' own design. On the B.M.C. models—Isis, Austin A.95 and A.105, and Wolseley 6/90—the Borg-Warner transmission costs £172 10s. extra, including tax. The same refinement on the Ford Zephyr and Zodiac costs £187 10s.—£15 more than in the B.M.C. range.

Reason for this difference is that Fords stiffen the front springing on Borg-Warner models and fit larger tyres. This is to cope with the extra weight of the automatic transmission, which amounts to about a hundredweight. Fords use the normal gear-lever on the left of the steering column, but there is a position indicator on top of the steering column cowling, behind the wheel. At night a point of light shows which position is engaged.

On the Austin and Nuffield models the control lever is also at the left of the steering column, with a quadrant at its base to indicate the position engaged. The Borg-Warner box has five of these: Drive, Low, Reverse, Neutral and Park. In the ordinary way you put the lever at D and forget there are such things as gears. The robot transmission changes up from bottom to second gear at about 15 m.p.h. and into top at about 30. That is when you are exerting a gentle pressure on the throttle. Keep your foot right down and the car will remain in bottom gear until about 35 m.p.h., and top will not come in until around 55 or 60.

The driver can override the automatic control at almost any time by kicking down on the throttle. I said "almost," because the gear-box protects the engine from maltreatment. You can't kick down into a lower gear if it involves any danger of over-revving.

Low gear can be engaged by moving the lever, but this manœuvre should not be carried out when the car is doing more than 30 or 35 m.p.h. On the Fords there is a safety "gate" to prevent the accidental engagement of this gear, which forms a useful brake on steep hills because the box will not change up into second until the lever has been moved back to "Drive." Moving the lever to "P" locks the transmission solid with the engine. There is no need, even, to put the handbrake on when you leave the car. One criticism of the Borg-Warner box, as we know it to-day, is that it is impossible to lock the car in second gear—and that could be embarrassing when you are trying to use this ratio as a brake on, say, Alpine roads.

Sir William Lyons, chief of the Jaguar Company, who uses the Borg-Warner gear-box on his saloons, including the new Mark Eight, has remedied this drawback on his new model. There is a switch on the facia with which the intermediate gear can be locked permanently until the switch is moved again. I expect this refinement will be incorporated in all Borg-Warner transmissions before long.

The new Rover transmission was one of the Motor Show's most interesting technical features. It is quite different from the Borg-Warner system. It consists of a torque converter, an ordinary clutch and a two-speed gear-box whose upper ratio is provided by a Laycock overdrive unit. The torque converter—a form of hydraulic coupling—propels the car up to a certain speed, then the direct drive takes over until the top ratio comes in. Normally the car is in direct drive only momentarily. But press hard on the throttle for maximum acceleration and the car stays in direct drive until way past the 60 mark.

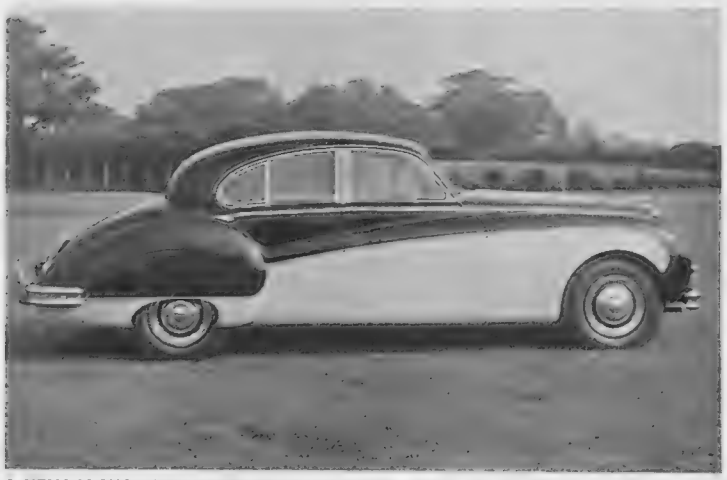
The 2½-litre Fords and the 2.6-litre B.M.C. and Rover models (all 6-cylinder cars) are delightful to drive in their automatic form. It would seem that unless they are over-driven, or too much use is made of the kick-down device, petrol consumption works out at about the same as with an ordinary synchromesh gear-box. Rovers are particularly happy about the fuel economy of thier new transmission system.

It looks as if, for the time being, only cars developing around 100 b.h.p. are capable of offering fully automatic transmissions and that self-changing gear-boxes as we know them to-day are too heavy for cars of lower power. But until a lighter form of automatic transmission is developed for the less powerful cars they can, if they wish, make do with other forms of two-pedal control, using automatic clutches, as do the Standard Super Ten, Austin A.50, Morris Oxford, Wolseley 15/50 and M.G. Magnette.

One of the most interesting foreign cars on show at Earls Court was the Swedish Volvo Amazon, a four-door saloon of 1,600 cc., for which the makers claim a power output of 60 b.h.p. and a top speed of 90 m.p.h. This brand new design had its world premiere at Earls Court. In Britain it costs £1,200. The finish is excellent.

Volvo cars have not been on sale in Britain before. In addition to the Amazon Volvo had on view their PV 444 two-door family saloon (which costs £1,100 over here) and the plastic-bodied Sport two-seater (£2,100).

The withdrawal of the Jaguar factory team from sports car racing next year came as a shock to all motor sport enthusiasts. For five years, and particularly at Le Mans, Sir William Lyons' team of dark-green Jaguar two-seaters has brought great prestige to the British motor industry—and to Britain in general, for that matter. Sir William thinks the time has now come to have a bit of a rest, but I wouldn't mind betting that his designers have already started work on a racing car of entirely new design to supersede the famous "D"-type Jaguar at the right time.



A NEW JAGUAR MODEL: The Mark Eight Jaguar saloon offers added performance and refinements over the Mark Seven. Duotone colour schemes are available, and automatic transmission can be had as an extra.

One of their first achievements was the staging of the first full-scale Motor Show in Britain.

It was held at the Crystal Palace in January 1903. Since then the S.M.M.T. has staged forty other shows—at the Crystal Palace, at Olympia or at Earls Court. At that first show in 1903 the strange new breed of motorists, hated by many in the land for their noisome, smelly contraptions, talked about Siamese Phaetons and Stonebow Dogcarts as knowledgeably and lovingly as visitors to Earls Court are discussing the Rover turbo-car, the automatic Austins and Fords, and the two-pedal Standard Super Ten. Firms like the British Motor Corporation, Vauxhall Motors and the Rootes Group were not yet born. The names that counted fifty-three years ago on the manufacturing side were picturesque names like the Wolseley Sheep Shearing Machine Company and the Great Horseless Carriage Company.

Prices were a bit different, too. Purchase tax had yet to be invented. Which brings me to the only price changes announced during the 1956 Show. They concern the Lagonda saloon and drophead coupe models, the prices of which have been cut by £907 10s. and £675 respectively, including tax. The saloon now costs £2,993 and the coupe £3,376.

THE PATHFINDER IN TWO COLOURS: The Riley Pathfinder, one of Britain's 100-m.p.h. saloons, is now offered in duotone colour schemes. Borg-Warner overdrive is an optional extra. This car has a 4-cylinder engine developing over 110 b.h.p., and the hydraulic brakes are servo-assisted.

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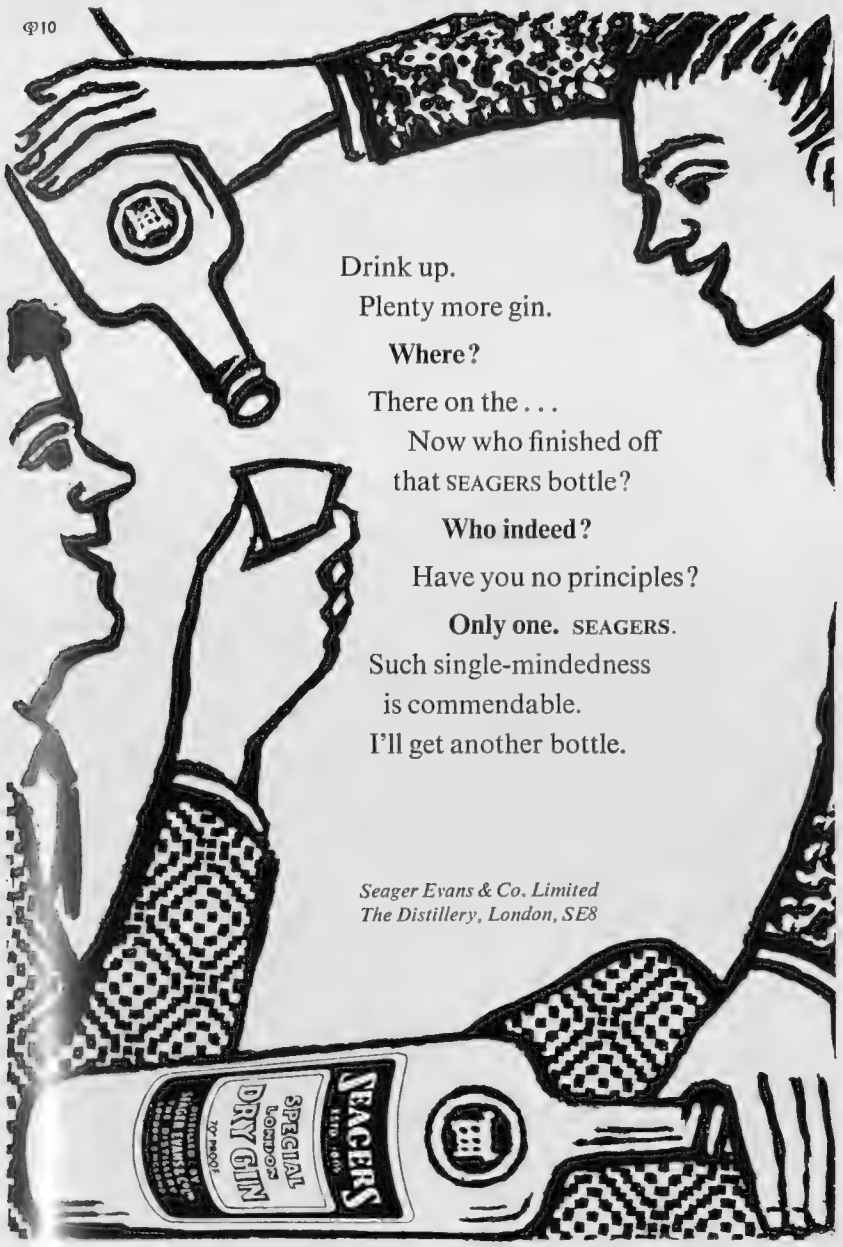

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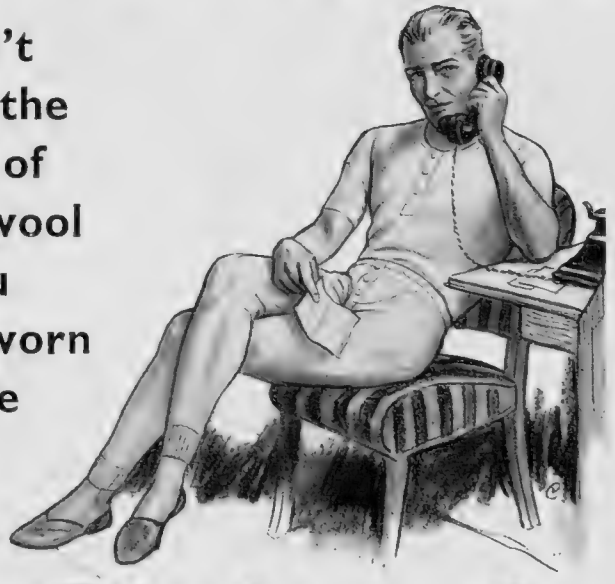

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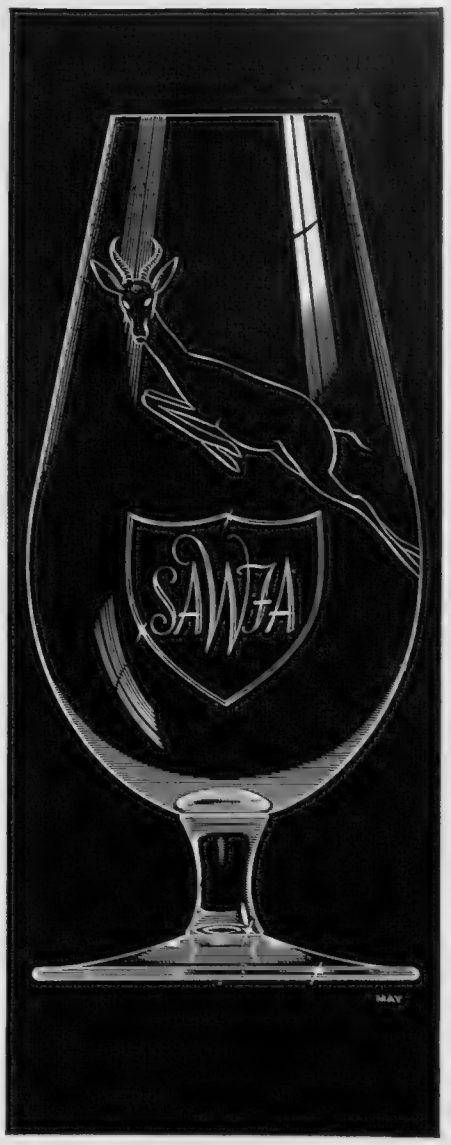

SOUTH AFRICAN SHERRY

The World of Books—By VERNON FANE

UNUSUAL AUTOBIOGRAPHIES

A Non-Stop Traveller; a French Actor; a Lama Tells his Story; Literature and Crime; the Fastest of Birds; Miss Monica Dickens' New Novel

THREE autobiographies with a difference start off this week's collection of books. The difference lies in the authors themselves, for none of them have led dully conventional lives up to now, and each of them, to the reader's pleasure, is highly articulate.

FROM PILLAR TO POST (Gollancz. 16s.) is an enlivening family chronicle. Mrs. Anne Sinclair Mehdevi married her Persian husband ten years ago in New York. Since then they haven't stopped travelling for any appreciable length of time, although two babies, born in Mexico and Austria, have arrived in the course of the past ten years. At the close of the present entertaining book, written in Majorca, Mrs. Mehdevi is preparing to move yet again, and this time for home. And where is home? Why, Persia, of course.

M. Albert Préjean has been a *poilu*, a cyclist of the peculiarly tough French breed, a boxer and a pilot. Nowadays we know him best as an actor, principally in such brilliant films as *Sous les Toits de Paris* in the past and *L'Idole* in the present. THE SKY AND THE STARS (Harvill. 18s.) is a volume of his memoirs, translated by Miss Virginia Graham and full of the fizz and crackle of his electric personality.

THE THIRD EYE (Secker and Warburg. 18s.) is about as unusual as a book can be, for it is the autobiography of a Tibetan Lama. If you have found it difficult to discover much about Tibet, even less about Lhasa, and nothing at all of the training of a Lama, this appears to be your chance. Lobsang Rampa has written his story in the English he learned in a Japanese prison camp. It is an amazing tale, full of adventures, hardships, and such oddities as levitation, cross-country journeys on stilts and *yetis*, or Abominable Snowmen. Extraordinary, in the precise meaning of the word.

Although there are not as many studies of Wellington as of Napoleon, there are a very respectable number. To them is now added Sir Charles Petrie's WELLINGTON: *A Reassessment* (James Barrie. 25s.). The writer quotes Lord Roberts' dictum on the Iron Duke and the lines form the keynote of this new biography: "A study of Wellington's life and writings leads me to the conclusion that he has been somewhat overrated as a man and greatly underrated as a commander." Weighing up the evidence, and taking as impartial a view as possible of Wellington's gifts, his faults and his career, Sir Charles is able to write that "he still remains one of the greatest figures in British history."

From literature to crime and a spirited, forceful book about some recent cases in America and Europe in which lawlessness was organised, not as a gun racket, but as a methodical enterprise. THE BUSINESS OF CRIME (Gollancz. 16s.) has been written by Mr. Robert Rice, who, for his research, has been able to use the files of several U.S. Government agencies. His whole book has the punch of good, authoritative reporting.

The next two books are for country-lovers although not necessarily countrymen: a wider and more catholic scope. Mr. John Moore writes once again about his garden, his neighbours, his observations of nature and the seasons in COME RAIN, COME SHINE (Collins. 18s.). He calls it a collection of "country contentments," a phrase happily chosen, and applicable as much to his own writing as to its varied and rewarding subjects.

A NOVELIST AT HOME: Mr. William Sansom is seen in his home in St. John's Wood, London, with his wife (Ruth Grundy, the actress) and their two-year-old son, Nicholas. *The Loving Eye*, Mr. Sansom's new novel, has just been published by the Hogarth Press (price 13s. 6d.). It is a story about a love affair in which everything goes so well that the lovers suspect something is wrong. The setting is present-day Kensington. Mr. Sansom is aged forty-four.

SWIFTS IN A TOWER (Methuen. 21s.) is a more specialised affair by Mr. David Lack, who also wrote the best book about robins that any of us are likely to read. He is equally good about the darting, swishing habits of this bird, "perhaps the fastest of all birds in straight flight," and about its migration to South Africa, if it is the ordinary swift, and to points slightly north if it is the Pallid swift (an evocative name) or the Melba swift. On this last kind, Mr. Lack has a nice anecdote to recall, about the Lord Rothschild of the Edwardian heyday, half-rising in excitement from a hotel terrace in St. Moritz, exclaiming: "Ach, there's Melba!" Whereupon the fashionable crowd turned, hoping to catch a glimpse of the great singer, and a friend cautiously asked him if he were sure. "Yes," said Lord Rothschild, "I recognise her by her white belly." Not everyone is a bird-watcher on this scale, but, nevertheless, the book is of considerable interest, and so are the photographs, one of which has the correct but stimulating caption of "the screaming party."

THE ROAD TO TIMBUCTOO (Gollancz. 18s.) should convince even the least sensitive that when Timbuctoo is used as a synonym for the real back of beyond, the use is justified. Mr. John Skolle writes of a hazardous and traditional desert trek with an enjoyment which one can envy and a vitality of expression which one can enjoy. His photographs, notably of a Tuareg warrior striding through the market-place of Timbuctoo, are part of the book's real distinction.

In Miss Monica Dickens' new novel, THE ANGEL IN THE CORNER (Michael Joseph. 15s.), there is the winning and sometimes inexplicable quality which is always present in this writer's work. The story, which begins as a comedy of manners and ends rather unconvincingly as a full-dress melodrama, is not altogether successful, but it is very readable, and once again it demonstrates this valuable, intangible quality of sheer likability that Miss Dickens' work seems to have.

THE NINTH WAVE (Gollancz. 15s.) is one of those novels which prove that toughness is only a typewriter's length away from sentimentality. Mr. Eugene Burdick writes about two young men who meet in California as schoolboys, and continue for years in the kind of friendship that is half antagonistic but curiously balanced. Mike, whose life story in effect this is, belongs to the wholly self-centred, ambitious type with the peculiarity that he claims to have discovered a principle of existence by which he can break any man or woman that he chooses, whether they are friends or enemies, and mainly for the exercise of his power. Hank, who sees him through marriages and elections and other tests, represents the integrity that Mike could never know. The climax is tremendously effective, not to say melodramatic, and the whole story, even at its most distasteful, is compellingly readable. In giving a kind of life to his characters, Mr. Burdick has also written about Californian roadways, tattered beaches and cruel surf in an unforgettably vivid manner. It is the kind of book that one feels *should* be disturbing but which just misses that.

CRITICAL APPROACHES TO LITERATURE (Longmans. 25s.) is a comprehensive study of the whole field of literary criticism, from the days of Plato and Aristotle, and an impressive book it is, even an overwhelming one to those readers who attempt it without some degree of scholarly equipment themselves. Dr. David Daiches, luckily, writes with the lucidity of true learning, quotes with real inspiration, and is not averse from some mannerly de-bunking. I was delighted to find, in his section on *Criticism and Scholarship*, that masterly reply of Ellen Terry's to those who argued that Shakespeare, to write as he did, must have been to Italy, or been a lawyer, a soldier, a farmer. By the same criteria, said this wonderful lady, he must have been a woman.

Mr. Michael Campbell's PETER PERRY (Heinemann. 13s. 6d.) is concerned with an Irish character of a certain age who is, in every particular, the reverse of a dear old lady. Old, yes, and with a certain amount of breeding, but, as the writer records with as much glee as affection, grasping, unprincipled and only shabbily eccentric. She lives in the most beautiful square in Dublin and, at the final reckoning, it is Dublin itself that is the chief focus of this fairly funny, fairly depressing novel.

In the issue of THE SPHERE dated October 6, THE FORTRESS, by Raleigh Trevelyan, was wrongly attributed to Heinemann. The book is, in fact, published by Collins.

STRUGGLE OF GENIUS

A Biography of Yehudi Menuhin

In boyhood and manhood Yehudi Menuhin has been a master of his craft. He was an infant prodigy of the violin who began his music lessons when he was five, made his first professional appearance in 1924, at the age of eight, and grew up to retain his great genius. A biography of such a career in mid-passage is to be expected, and it would be perhaps really not inappropriate if it was the conventional tale of the conquering hero. However, Robert Magidoff is not a biographer willing to write in those terms. He has obviously been fascinated by Menuhin ever since he met him in Moscow in the course of a whirlwind concert tour. He is attracted by his simplicity and his solitary way of life, and intrigued by the question how such a man, hedged in by those who loved him and cherished his art, battled his way from youth to maturity, despite the dreadful handicap that family encirclement could impose. "You might never guess that not until after my eighteenth birthday did I cross the street unescorted for the first time," Menuhin has confessed.

It is a formidable confession, as also is the fact that the telephone was made for him a symbol of intrusion by the outside world. Somehow or other the great violinist has faced his personal problems and developed his art. To outward eyes his progress has been an uninterrupted flow of success, in reality his life has been a constant struggle, both as a man and an artist. YEHUDI MENUHIN (Robert Hale. 21s.) is a first-rate piece of biography, both by reason of its deep sincerity and because it is the product of a most intensive study by a writer who has been deeply immersed in his theme. Mr. Magidoff, like Boswell, accepts the fact that "biography occasions a degree of trouble far beyond that of any other species of literary composition."

Here is another biography of a great artist, although not in the same character-searching manner of the Menuhin story. Fanny Cerrito was one of the great dancers of the Romantic Ballet. Born in 1817, she lived for eighty-three years, her artistic career occupying twenty-five of them. She survived to witness the advent of Diaghilev, and the rise of the new galaxy of stars, among them Pavlova, Karsavina, Fokine and Nijinsky. Ivor Guest's FANNY CERRITO (Phœnix House. 30s.) is certainly a biography in the romantic manner, but it loses nothing by that: the chapter describing the ballerina's London debut before an audience in menacing mood has all the traditional romantic ingredients. Fanny was soon being hailed as one of the most gifted dancers in Europe, an enchanted charmer who was to hold her place for a generation. Ivor Guest, an expert on this phase of ballet history, has never written better than this, and some excellent photographs, drawings and reproductions of playbills add measurably to the text.

Wanderlust is a familiar malady which affects most young men and women between the moment they leave school and the time when they have settled down to their first job. Some people, maybe to their own loss, survive the onset of the malady. Others, but probably very few, are immune from it. However, many, often to their lifelong satisfaction, succumb to such a degree that they break free of all their ties and set out to cut a furrow round the whole world. Among the last-named is Bruce Russell, a sturdy young Australian who, in CARNIVAL BOUND (Macmillan. 21s.), tells of his dramatic break with routine and the start of his adventuring which took him from Australia to North America and, in the first instance, up the Alaska Highway to the Arctic Circle. Back he came to more temperate climes, sampling all along the way the delights of American hospitality, and then south to Mexico and the Caribbean. Altogether Mr. Russell in this full-blooded narrative shows there is excitement in plenty in this modern world.

Werner Keller's THE BIBLE AS HISTORY (Hodder and Stoughton. 25s.) is a revealing document. Here is proof through the medium of biblical archæology of the factual truth of much that is contained in the Book of Books. Mr. Werner Keller shows how recent discoveries by the Nile and the Jordan, the Tigris and the Euphrates, the Dead Sea and the Mediterranean have all added to the testimony.

Margaret Cabell Self's IRISH ADVENTURE (Seeley Service. 30s.) is an admirable tale for the fox-hunting enthusiast and a happy reminder of Ireland's rural charm. The book is dedicated to that combination of cat, kangaroo and mountain goat—the Irish hireling.

DYING WE LIVE (Harvill Press. 16s.) is a symposium of the final records and messages of some of the Germans who defied Hitler. Here is some fine writing from the heart, and the joint editors have made a most worthy memorial to the men and women of courage who never capitulated.

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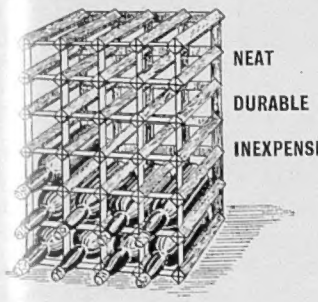

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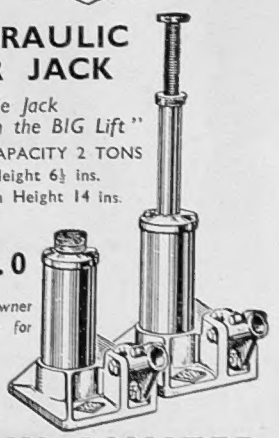

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IMPERIAL CANCER RESEARCH FUND

Patron : Her Most Gracious Majesty The Queen.

The Fund itself carries out Cancer Research in its own laboratories without State aid. New lines of research are starting : new equipment and extra staff are wanted. Please send a gift to the Treasurer, Mr. Dickson Wright, F.R.C.S., at Royal College of Surgeons, Lincoln's Inn Fields, London, W.C.2.

THE NATION'S REMEMBRANCE

POPPY DAY

Saturday November 10

British Legion, Haig's Fund, Pall Mall, London, S.W.1

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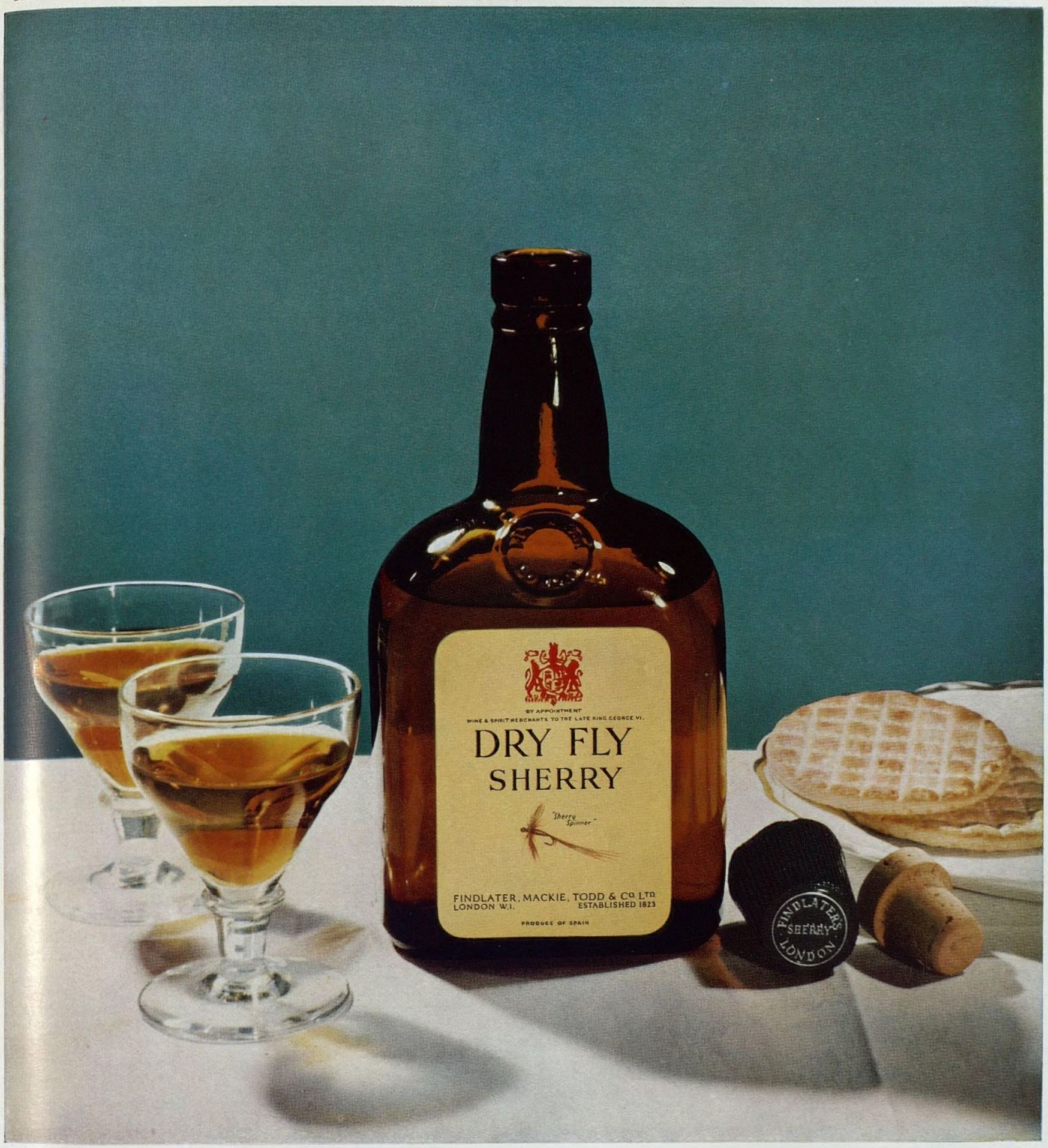
PETROL FOR ANTARCTICA

In New Zealand, Members of the Trans-Antarctic Expedition Rehearse Procedure of Dropping Petrol Drums from Aircraft

PETROL DRUMS FROM THE AIR: They are being dropped from a Beaver aircraft during a recent exercise by New Zealand members of the Trans-Antarctic Expedition, on the Tasman Glacier in the Mount Cook area of New Zealand's Southern Alps. The purpose of the exercise was to determine the effect on the containers when " free dropped " from a height of 50 ft. from aircraft travelling at approximately 120 m.p.h. Among the members attending the exercise was Sir Edmund Hillary, the leader of the New Zealand party in the forthcoming expedition. Other rehearsals have also been held in the same area, to train the New Zealanders in all the functions they will have to perform in the Antarctic. The vital part to be played by the New Zealanders in the Trans-Antarctic Expedition will be to establish depots of supplies between McMurdo Sound on the Ross Sea and Mount Albert Markham, for the use of the British party on the last stages of its crossing of the Southern continent.

DURING THE EXERCISE : Sir Edmund Hillary (right) is seen by one of the aircraft with Mr. Bob Miller (left) and Sq.-Ldr. Claydon. The drum holds 33 gallons of fuel.

PREPARING THE AIRCRAFT FOR A TRIAL RUN: Drums of B.P. fuel are fixed to the carrying platform under the wings of a Beaver aircraft at the Hermitage airstrip in New Zealand's Southern Alps. 12- and 33-gallon drums were used during the exercise.



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